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REUTER'S TELEGRAMS.

THE FIGHTING IN RUSSIA.

NO BRITISH TROOPS ENGAGED IN CAPTURE OF EMPTEA.

London, September 1.
A War Office communique says:—Fighting on the Archangel-Vologda Railway continued all day on August 20 for the possession of Emptea village, which changed hands several times. No British troops were engaged in this fighting. Our airmen bombed Plesetskaya heavily. Russian troops attacked and captured Kadish, fifteen miles east of Emptea, on August 29, capturing 90 prisoners and one gun.

HOME CRICKET.

YORKSHIRE WINS THE CHAMPIONSHIP.

London, September 1.
Surrey beat Essex by ten wickets.
The final positions in the County Championship are:—

Yorkshire	46.15 per cent.
Kent	42.85
Notts	35.71
Surrey	35
Lancs	33.33
Somerset	33.33
Hampshire	31.25
Gloucester	25
Leicester	21.42
Derbyshire	21.42
Sussex	20
Northants	16.66
Middlesex	14.28
Essex	11.11
Warwick	7.14

IMPORTANT POLISH SUCCESS.

A FORTRESS CAPTURED.

London, September 1.
A Polish communique says:—We have captured the fortress of Bobrujsk, which was strongly defended. We used tanks to support the infantry. We took 500 prisoners. Bobrujsk is a hundred miles south-east of Minsk. It is of great strategic importance, constituting the western defence of Moscow and is the key to White Ruthenia.

BRITISH STEAMERS.

TO LOAD IN GERMANY.

London, September 1.
The P. and O. British India and Well Lines announce that their vessels will load at Hamburg and Bremen.

THE BATAVIA IN HARBOUR.

A BIG EX-GERMAN VESSEL.

The Batavia, which came into port this morning, is a big ex-German vessel. She is flying the Inter-Allied flag and has on board some three thousand Chinese of the Chinese Labour Corps, who are being repatriated by the Allies to their homes. The Batavia came from Marseilles via Saigon. She went ashore near Saigon and, consequently, goes into dock here for repairs.

From Hongkong the vessel goes to Shanghai. Her agents are the Messageries Maritimes.

S.S. TAI LEE.

OFFERED FOR SALE BY AUCTION.

The s.s. Tai Lee, which was built in 1914 by the Hongkong and Whampoa Dock Co., Ltd., was offered for sale to-day. She is a steel turn-screw vessel belonging to the Sze Yip Steamship Company. She was requisitioned by the Government and converted into a transport for service in Mesopotamia and was recently released by the Government, but in a state that is not what she was in when taken over by the Government.

She was put up to auction this morning by Mr. George Lamont. Bidding started at \$150,000, but as no better offer was forthcoming the sale was cancelled, the boat being valued at much more than the only bid that was made.

MAJOR CASSEL.

CHAMBER OF COMMERCE TRIBUTE.

The Secretary of the Hongkong General Chamber of Commerce forwards us the following copy of the Chamber's letter of appreciation to Major Cassel O.B.E., D.A.A., Q.M.G.—

Dear Major Cassel,
The Committee of the Hongkong General Chamber of Commerce desire to express to you their appreciation of the assistance and courtesy that the commercial, and particularly the shipping community of the Colony have always received from you during your tenure of the office of D.A.A., Q.M.G.

Many a difficult situation has been rendered less difficult by your tact and willingness to meet the business interests wherever possible, and I feel sure that this expression of appreciation on the part of the Committee is heartily endorsed by all members of the Chamber who have had dealings with your department.

The Committee regret your impending departure, and take this opportunity of wishing you bon voyage.

Yours sincerely,
(Sd.) S. H. DODWELL,
Chairman.

NEW TUG.

A new tug, the St. Samson, built by the Kowloon Dock Company, made her maiden trip at 9 o'clock this morning. She takes the place of the David Gillies, which went on war service.

THE "HAUROTO".

WRECKAGE FOUND.

EUROPEAN LADY AMONG THOSE MISSING.

Definite news has now been received as to the fate of the s.s. Hauroto. It appears that the vessel went ashore somewhere in the vicinity of Money Island during the recent typhoon.

As we have previously stated, Messrs. Carmichael and Clarke asked all steamers passing through the region of the typhoon to keep a good look-out for any signs of the Hauroto. In accordance with these instructions, the captain of the s.s. Telemachus, on his voyage from Saigon, made special efforts to get news of the vessel. The Telemachus left Saigon on August 21 and, since the weather was favourable, the captain shaped a course to the western side of the Paracels and passed about six miles of what is known to China Coast shippers as "The North Reef." At about 8 a.m. on the 22nd, when off Money Island, he observed a white spar floating on the water, on which there were a number of sea birds. At that time there were several foreign passengers on the Telemachus who had all been keenly on the look-out for any signs of the Hauroto. They were allowed on the bridge to assist in keeping a watch. Upon sighting the object, the Captain immediately gave orders for the ship's course to be altered, and the spar was taken aboard. The Telemachus then proceeded slowly on her course and shortly after picking up the spar observed a floating object which had the appearance of a raft. Again the course was altered, and when the Telemachus got within about a quarter of a mile of the object a boat was lowered which came back with the report that there was every evidence that the floating wreckage was part of the saloon of the Hauroto. The wreckage was not taken aboard, but from the description there is no doubt that it formed part of the superstructure of missing vessel.

The master of the Telemachus states that there can be no doubt that the Hauroto got right into the middle of the typhoon and went ashore on one of the Paracels Reefs. When we ran in close to the reefs," said the captain of the Telemachus, "it was calm weather and the water was more or less smooth, but the breakers on the reefs even in that weather were mountain high. What they must have been like in a typhoon it is beyond my knowledge to state. Certainly no steamer could have lasted for more than ten minutes. It has not been possible to identify the spar picked up by the Telemachus as being part of the Hauroto, but other wreckage mentioned above undoubtedly belongs to the lost steamer.

The captain of the Telemachus is to be congratulated upon his endeavours to bring in news of the Hauroto. He did everything humanly possible to carry out the instructions given him to look for the lost steamer, and it is only through his efforts that the fate of the Hauroto has been definitely ascertained.

The Hauroto carried about 200 Chinese passengers and one European, a French lady, who was on her way to Hongkong. All hope of any of these lives having been saved has been abandoned.

A THUNDERBOLT?

KOWLOON HOUSE SUFFERS DAMAGE.

In the early hours of this morning at about 4.30 a.m., residents were startled by a vivid flash of lightning, followed immediately by a loud crash of thunder. It appeared to be a thunderbolt, and must have awakened everybody from sleep.

The effects of this occurrence were felt in Kowloon, and at least one house—No. 13, Granville Road—was damaged. Mr. L. R. Idlefonse, a stenographer of the American Express Company, resides here and at the time of the occurrence was lying in bed. He was suddenly startled by what sounded like the explosion of a bomb and immediately there fell from the ceiling to the side of his bed about five pounds of broken tiles. On looking up, he saw a hole in the ceiling, and the room was partially filled with smoke. There was, however, no fire. On getting up and examining the premises, Mr. Idlefonse discovered that all the joints of the electric wire connections were damaged, as also was the meter. The wires appear to have been struck first, and the lightning must have passed through them into the ceiling, making quite a big hole. It is said that No. 15, Granville Road was also damaged.

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TROUBLE IN A TYPHOON.

CHINESE ENGINEERS REFUSE DUTY.

This morning at the Marine Court, before Captain Basil Tait, before Captain Basil Tait, before Captain Basil Tait, there appeared two Chinese engineers of the s.s. Chefoo—Tam Kwal (chief engineer) and Li Chin (third engineer)—who were charged at the instigation of Captain H. Foy, master of the s.s. Chefoo, with unlawfully neglecting their duty and impeding the navigation of the ship on the high seas on the 21st and 22nd ultimo.

Defendants pleaded not guilty. Capt. M. Foy, examined, said: I was on my way up from Freemantle and when 170 miles south of Hongkong I struck a typhoon. I sent for the first defendant to my cabin and told him he must keep a good head of steam. He replied "I can't do it." This was on the 22nd ultimo. On the 23rd at 1 a.m. the engines stopped. Half an hour later they started very slowly and stopped again at 2.30 a.m. for good. Again I sent for the first defendant and expostulated with him, but he only laughed. He added that everybody refused duty. He suggested my putting in somewhere for shelter. I pointed out I could go nowhere without steam. He said he must wait for better weather.

Mr. Henry Enders, mate of the Chefoo, said that on the 22nd ultimo there was not enough steam to keep the ship to the wind, hardly enough to turn over the engine. The master sent him down at 7 p.m. to tell the defendants to keep up steam. Witness saw, the first, second and third engineers and pointed out to them the danger the want of steam was causing. They made no effort to do anything. There was nothing being done by any of them, and the firemen were not doing their best. Witness' expostulations only produced laughter from the chief engineer.

The first defendant said that at the time the ship was rolling too much and the firemen could not stand the water which was coming from above. He put on a pump to pump out. He could not keep steam and his man were doing all they could. He did not say the men had refused duty and there was nothing wrong with the boiler.

The second defendant had nothing to say.

His Worship sentenced both defendants to twelve weeks' hard labour.

BOYCOTT VIEWED BY A JAPANESE.

A POPULAR, NOT OFFICIAL, MOVEMENT.

Dr. S. Yoshino, in an article published in the Japanese Toho Jiron an English translation of which appears in the Japan Advertiser, expresses the following interesting views upon the present relations between China and Japan.

The movement started by the Peking University students for an immediate return of Shantung and the chastisement of traitors, has now taken a definitely anti-Japanese form and has spread over the entire Republic. It seems as though had the Chinese been sufficiently prepared, they might have made war against Japan. Such being the case, though any 'taking up of the gauntlet' is puerile, we Japanese people need to be at least prepared for self-defence.

- NOT BY INSTIGATION.
The spread of anti-Japanese feeling is not only a matter of anxiety to us but to China herself. We must not overlook the fact that this movement is spontaneous on the part of the Chinese. Some Japanese ascribe it to the instigation of a few intriguers. Others exaggerate the atrocity committed by the Chinese in Shanghai and insist in chastising them. As far as I think, it is evident that these views are self-contradictory. Former anti-Japanese movements in China—especially boycotts—might have been due to the instigation of a few influential figures in official and commercial circles. To-day things are different. The Chinese people have made such progress that they cannot be easily stirred up by others. Boycotts can no longer be stopped by influencing powerful persons. The Chinese are conscious of the causes of their own actions.

MISTAKEN CONDESCENSION.
The Koreans and the Chinese are not, as we are accustomed to think, so inferior to us in nature. I hear that the antipathy toward us entertained by aborigines of Formosa has reasonable grounds. "Even a fly has its anger." The Koreans and the Chinese who are far superior to those savages are justified in disliking us. Of course, they regard the Japanese nation as more powerful than their own in many respects. They feel their defects when brought into contact with us. But it is a great mistake to look down on them and think that they will be always subject to our will and can be forced to act according to our wish.

TO-DAY'S EXCHANGE.

The closing rate of the exchange demand to-day was:—

THE WEATHER.

Forecast:—Fair, Breeze 29.73. Temperature 7 p.m.—79. Humidity 2 p.m.—79.

SHIPPING ITEMS.

The s.s. Tak Sang came into port this morning from Hongkong with 660 tons of general cargo and live-stock for Hongkong. She is an Indo-China vessel. She carried a junk bottom up in the Gulf of Tongking.

The Hangchow brought to-day a load of 1,635 tons of rice from Wuhu for Colony. She is under the agency of Messrs. Butterfield and Swire.

The Chik Sang from Swatow consigned to this port 150 tons of general cargo. She has on board 400 tons of through cargo.

The Shidzuoka Maru from London brought with her 39 bags of mails, 502 tons of direct and 5,525 tons of through cargo. She is an N.Y.K. vessel.

The Shinryo Maru had on board 384 tons of general merchandise for Hongkong and 3,636 tons of through cargo from Bombay. She is moored at Kowloon wharf, No. 1. She is another N.Y.K. boat.

The Hangchow left this afternoon for Canton with a through cargo of rice.

FOREIGN AGGRESSION.

If there was instigation it was unimportant and the anti-Japanese movement quickly became independent of any instigation and is now being gradually Bolshevized in the name of anti-autocracy and anti-Japanism. When we investigate its fundamental ideas two ruling thoughts are seen:—One is opposition to foreign aggression, and the other is a hatred of autocracy. The Chinese people have had bitter experience of foreign aggression. In opposing this, they do not make any distinction between Japan and other Powers. This is why the present movement, while chiefly anti-Japanese, is sometimes anti-foreign also. Nevertheless, the majority of the Chinese populace regard Japan as the best representative of aggressive nations. No wonder their attack is directed against us! In the same sense, the voices against internal autocracy which were in the beginning only uttered against a few powerful persons in official circles, have now begun to censure the whole Peking Government. It follows that efforts to quell the Anti-Japanese movement by negotiating with the Chinese Government will be fruitless. If the settlement of the problem is left in the hands of both Governments only it will never be realized.

TWO JAPANS.

China, despite her actions to-day, does not in truth want to expel Japan but only her aggressive principle. Japan herself is not positively a country of aggression, though she is densely tinged with militarism and autocracy. I have been engaged for years in attacking the militaristic autocracy in our country. The majority of our people love peace, freedom and internal welfare. We have to acknowledge that there are two Japans to-day—one peaceable and one aggressive. It is the latter that has hitherto held the reins of Government. This Japan aimed at a project in China, by which she could profit at the cost of others. With this purpose in view, Japan created pro-Japanese elements in Chinese official circles which are always ready to act according to her will. The Chinese populace criticise this action of the aggressive Japan as an intolerable crime. This is the motive of their feelings against us. Moreover, this aggressive Japan is also the focus of criticism by true patriots among our people. Hence, it is reasonable to say that the Chinese people are not in any way pro-Japanese.



POLICE AVIATION SERVICE.

The above picture shows an aeroplane which is now being used by the Police Aviation Service.

NOTICES.

LIFTS

and

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THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

GORDONS AT MONS.

WHO GAVE THE ORDER TO
SURRENDER?

Considerable public interest was
manifested in the trial of the
action for alleged slander arising
from Colonel W. E. Gordon, of the
Gordon Highlanders, against
John Leag & Co., newspaper pro-
prietors, Dundee, which was
continued in the Court of Session
recently before Lord Ormiston
and a jury. The pursuer, who
claims £5,000 damages, complains
that in the defendants' newspaper,
the *People's Journal*, it was erro-
neously stated that during the
retreat from Mons he had ordered
his men to throw down their arms
and surrender. The statement
was made in an article which
purported to be written by Cor-
poral George Mutch, late of the
1st Gordons.

Colonel Gordon, the pursuer,
gave an account of the action at
Audenourt on 25th and 26th
August 1914. Up to a point he
felt that the day was with the
British. His opinion was that
they were merely in contact with
a small isolated section of the
enemy. Immediately afterwards
heavy firing was poured in across
the road, and the British officers
emptied their revolvers in the
face of the enemy, killing many
Germans. He gave the order to
the men, "Fix bayonets. We
fight to the death or get through."
That appeal was not responded
to at the moment.

Q.—Could you understand
why? A.—Most certainly I un-
derstood why.

Q.—Why then? A.—Because
an officer shouted, "I order
you to disobey Colonel Gor-
don's order. I call it bloody
massacre. I am not in command
of this column. It is an un-
necessary sacrifice of life."

Q.—Was that officer your sub-
ordinate? A.—At the moment
he was. Q.—Who was that
officer? A.—Lieut.-Col. Neish.
Captain A. D. Stewart, Gordon
Highlanders, said that Colonel
Gordon's attitude was that of
absolute refusal to surrender; and
that if Colonel Neish had kept
his mouth shut the column under
Colonel Gordon would have
broken through.

Other witnesses spoke of
Colonel Gordon's soldierly con-
duct on the occasion referred to.
NEWSPAPER "STORY" DENIED.

Corporal Mutch was the first
witness examined, and was
questioned by Mr. Watt, K.C., as
to the incident of the surrender.

Mr. Watt—Did you hear
Colonel Gordon giving any order?

—Yes.

What was that?—"Fix
bayonets!"

Was that at once carried out?

—Yes, by the men around me.

Did any other order come along
the line?—Yes—"Put up your
rifles."

Anything about your hands?

—Yes, an order came immediately
afterwards—"Put down your
rifles and put up your hands!"

Did you know who gave the
order?—I did not; it was passed
down the line.

Did you ever think it was
Colonel Gordon who gave it?—I
did not.

Witness went on to say that
after several attempts he escaped
from Germany in November 1917.
On his return home he was inter-
viewed by a reporter from the
People's Journal, and told him
his experiences. He did not
write the article himself.

You did not make any state-
ment to him as to who gave the
order to surrender?—No.

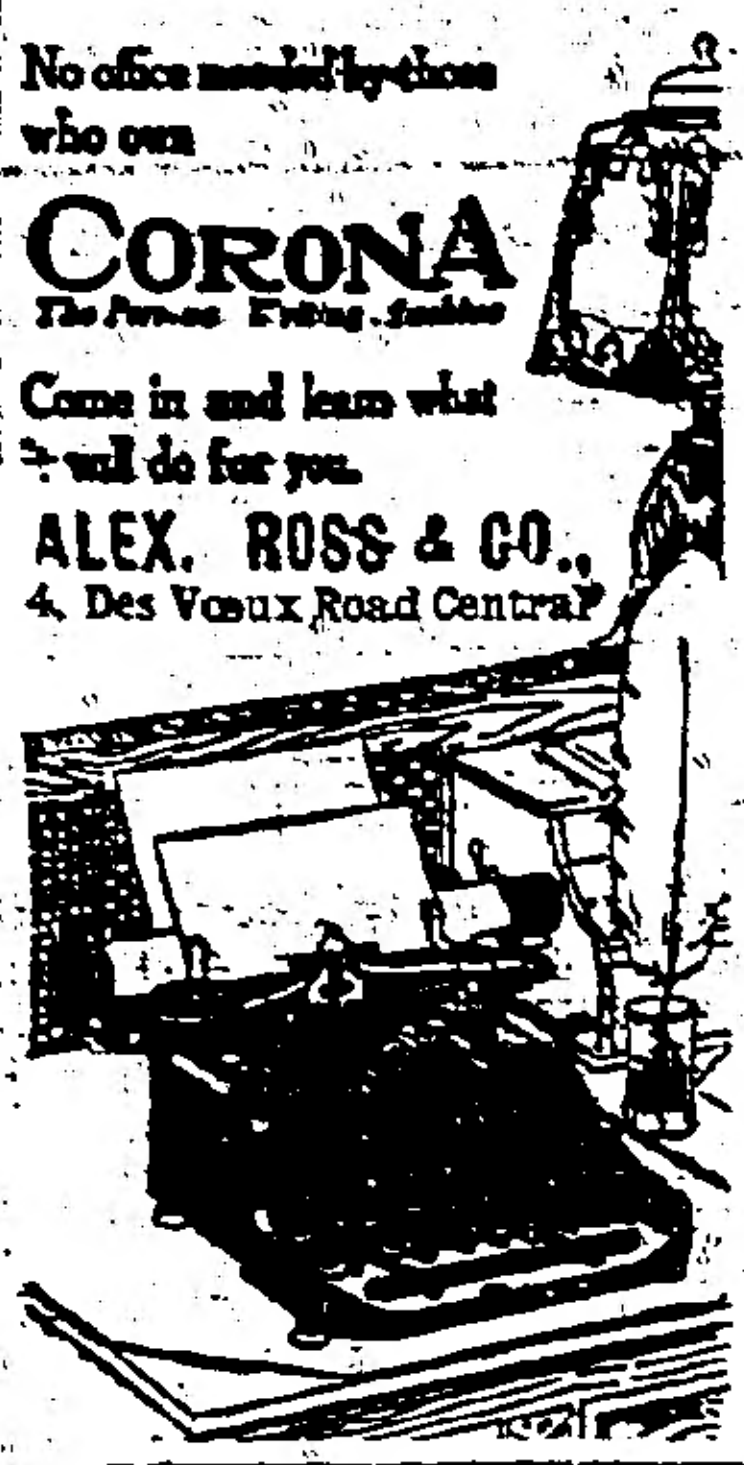
Mr. Watt drew witness's atten-
tion to the opening words of the
article—"It is no use fighting
any longer, men. It is only a
useless sacrifice of life. We'd be
better to put down our arms and
surrender." That day in Septem-
ber 1914, when Colonel Gordon,
of the Gordon Highlanders, gave
us the above order, was, I believe,
the most eventful of my life."

Mr. Watt—Did Colonel Gor-
don ever give you this order, or
did you say to this journalist that
he had given such an order?—No.

The Solicitor-General (cross-
examining)—Is it your view that
the order to surrender was an
order which should not have been
given?—If it had, been given by
a higher command, it was not for
us to question.

Is it a fact that you never took
any exception to the opening
words of the article until you
were summoned to a meeting in
the Perth Records Office by
Colonel Gordon?—That is quite
true.

Re-examined by Mr. Watt,
witness said there were between
400 and 500 Gordons concerned
in the surrender, but there were
also men of several other re-
giments—Royal Scots and Royal
Irish among them—and alto-
gether there were about 1,000 men
there.



"THE KAISER'S BODYGUARD."

Wm. Bisset Anderson, Aber-
deen, late Regt. Sgt. Major in
another battalion of the Gordon
Highlanders, was asked for his
opinion of Colonel Gordon as
a soldier, and replied,
"One of the best." Witness
had heard various rumours about
the 1st Gordons at Mons, and on
one occasion a man of the
Cameron Highlanders told him
he had no reason to congratulate
himself on being a soldier, as he
belonged to the Kaiser's Body-
guard. On another occasion in a
mess in Aberdeen, an Irishman
in the A.S.C. who was somewhat
inebriated, said the Gordons had
lost more men at Mons than the
A.S.C. had lost during the whole
war! (Laughter.) He resented
that, and the result was the mess
had to be cleared. (Renewed
laughter.)

William Dawson, Edinburgh, a
former officer of the Gordon
Highlanders, said that on many
occasions he had heard the re-
giment referred to as "The
Kaiser's Bodyguard."

Other witnesses testified to the
injury that had been done to the
reputation of the Gordons.

THE DEFENCE.

Cedric Fraser (28), journalist,
Dundee, the first witness exam-
ined for the defence, said he did
not know any of the details about
the behaviour of the Gordons
during the Mons retreat until he
interviewed Corporal Mutch on
behalf of the *People's Journal*.
Mutch told him that the order to
surrender had been given by
Colonel Gordon.

Is there any truth in the allega-
tion that statements were delib-
erately inserted without authority
or justification in these articles
by the defender?—No truth what-
ever. They appeared exactly as I
wrote them, and I wrote them
as I got them from Corporal
Mutch.

George Glass, editor of the
People's Journal, described the
previous witness as a reliable re-
porter. He denied that publica-
tion of the article in question
had been inspired by the
shareholders of the Company,
including Colonel Neish, and fur-
ther denied that there was any
foundation for the suggestion that
the article was published for the
purpose of injuring the reputation
of Colonel Gordon.

George Neish (70), a share-
holder, in defenders' Company,
and brother of Colonel Neish, said
he had nothing whatever to do
with the preparation of the article,
and did not see it before publica-
tion or inspire it in any way
whatever.

COLONEL NEISH.

Lieut.-Colonel F. H. Neish (56),
late commanding officer of the 1st
Battalion Gordon Highlanders,
said he went to France in com-
mand of his battalion in 1914.
He was a prisoner in Germany
from 27th August 1914 until 12th
August 1916, when he was sent
to Switzerland on account of ill-
health. He returned to this
country in September 1917, and
was gazetted out in April of this
year on account of ill-health con-
tracted on active service.

The Solicitor-General—It is
suggested you inspired the
articles? A.—Absolutely untrue.

MARKING "DOWN."

INTERESTING VIEWS.

The *Daily News* gives the
following views on the question
of men who marry beneath their
social scale:

The Lord Chief Justice.—It is
a very bad test that persons who
marry into what is called the
class below, them must be re-
garded as abnormal.

Mr. Justice McCordie.—I
should say that it showed he
was emphatically normal, because
it showed that he had both
courage and independence.

Opinion among newspaper
readers differed widely about
the above extract from recent
law reports. The subject seems
to have aroused special interest
on account of the democratiza-
tion of the community which is
said to have been produced by
the war. Here are some of the
views expressed by members of a
City luncheon circle:

Solicitor's Managing Clerk—
More men are marrying below
them now than before the war sim-
ply because social life has become
more free and easy. It isn't that
men are brave enough to marry
the girl they want, or that it's
easier for them to do it, but simply
that they are not brave enough to
refuse the girl they don't want.
That is why ten men marry "down"
for every one man that marries
"up."

Business Girl.—I don't
know what the judges mean.
What is "marrying below you"?
Who are these "persons,"
and why are they supposed to be
specially independent? Why
shouldn't anybody marry any-
body else without being bullied?
Publisher's Reader (recently de-
mobilised).—The war did nothing
to bring officers and men together,
at any rate behind the lines,
where the officers belonged to
their own trade union and ran the
show for their own benefit. The
war, in my opinion, actually tend-
ed to separate the classes. Even
in the ranks there was a great
deal of cliquishness. So that if
there really are more "up" and
"down" marriages than formerly
I don't think it will add to the
world's happiness.

Lady Typist.—Fellows with
money take girls about more
than they used to do,
and girls are smarter in keeping
fellows up to the mark. So that's
that!

The Man in the Corner.—It
needs as much pluck and common-
sense and affection on both sides
as ever it did to make a really
happy match between two people
who were not brought up in the
same sphere. The war has made
very little difference. But where
you do get the pluck and common-
sense and affection these
marriages are often the happiest
of all.

Had you any knowledge of
their publication?—None what-
ever.

Witness stated that he was a
shareholder in this newspaper,
but had taken no part in the
management of it. He had only
attended one meeting of directors,
and that 10 or 20 years ago.

Mr. Watt (cross-examining)—
You knew this statement about
Colonel Gordon was false?—I
knew Colonel Gordon did not
give the order to surrender.

Did you thereupon write to
Colonel Gordon expressing regret
that such an article appeared?—
I did not do so, and for a very
good reason.

Why?—Because the last time
I had any word with Colonel
Gordon was in Germany in
October 1914, when I addressed
him by name. He said, "I shall
not speak to you again. I will
ruin you." Therefore I did not
write to Colonel Gordon.

Colonel Neish asked to be
allowed to make a personal state-
ment, and permission was granted.
He said:—I desire to make
a remark in open Court as regards
my situation in this case. I was
cited here as a witness for the
defenders, and I am not a party
in the case. Evidence has been
led against me, which I have no
opportunity of refuting, but I am
perfectly willing to have an
inquiry in the proper quarter,
where I shall be a party to the
case, and where I shall have an
opportunity of calling witnesses
and of the case being inquired
into. The last remark I wish to
make is that under these circum-
stances I take this opportunity
of most emphatically denying
that I ever gave the order to the
mixed column to surrender.

THE VERDICT.

At the conclusion of the evi-
dence Mr. Watt, K.C., for the
pursuer, said that Colonel Gordon
did not want to make any money
out of this case. No amount of
money—not £5,000 a day—would
ever take away the pain and
suffering that Colonel Gordon and

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his household had endured by
reason of this foul statement
placed on him. If the jury award-
ed Colonel Gordon a sum of £500
that might be held to vindicate
his character—that was all he
asked, and that was only one-
tenth of the amount claimed.

The Solicitor-General, in ad-
dressing the jury on behalf of the
defenders, said that the case was
one which, in his opinion, ought
never to have been raised in
Court. He did not believe there
was a single citizen in this coun-
try who would say a word to
belittle the military work and
character of Colonel Gordon, and
he did not think there was a
single newspaper which would
consciously or knowingly publish
one single article that was de-
grading to the pursuer's military
career. The Solicitor-General

contended that there had
not been a syllable of evidence in
support of the charge that the
defenders knew these state-
ments to be false at the time of
their publication. Their defence
was that that article did not de-
fame Colonel Gordon and did not
defame the Gordon Highlanders,
and furthermore, that it was not
capable of defamatory meaning.
The case had proceeded on the
unfortunate misconception under
which Colonel Gordon was—that
the article in question had been
inspired by Colonel Neish. The
misunderstanding had unfor-
tunately led this gallant soldier
to take a wrong view of the
situation.

The jury, after an absence of
50 minutes, returned a unanimous
verdict for Colonel Gordon, and
assessed the damages at £500.

GENERAL NEWS.

BATHS IN SCHOOLS.

The L.C.C. Education Committee at its meeting recently discussed a report by the school medical officer to the Central Care Committee recommending the provision of spectacles, open-air schools, and bathing facilities for children. Miss A. E. Tones, chairman of the sub-committee, said that three new open-air schools were to open shortly. Since March, sites had been acquired for seven such schools, and more are contemplated. She agreed that all schools should have baths, and steps were being taken to that end in all new schools. The Sub-Committee had also under review the whole arrangements for the supply of spectacles to school children.

KING'S HOMILY ON EDUCATION OF GIRLS.

"These methods of preserving and utilising fruits are very important," and I think they should be taught to our girls in school. All knowledge may be desirable, but some forms are more desirable than others, and while it may be very well and very interesting to teach girls about flowers which they seldom see and birds which they can never catch, I think it would be better to direct attention first of all to those things which would help to make them good housewives." In these words King George expressed some of his views on the education of girls. The occasion was a visit, in company with the Queen, Prince Henry, and Princess Mary, to the Scientific Products Exhibition at the Central Hall, Westminster.

WELSH CENTENARIAN.

Bryngwyn, Monmouthshire, had the distinction of having a local centenarian at its peace celebrations in the person of Betsy Arnold, who has been stated to be 117 years old. This is somewhat doubtful, however, though it is established that the old lady is well over 100. She was born at Skibbereen, County Cork, at a time when the registering of births was not the rule. The Rev. Father Exton, of Llanarth, has made inquiries in Ireland, as a result of which he has come to the conclusion that she is 104, having been born on June 21, 1815. When younger she did a good deal of work on farms, and had a reputation of being stronger than any man for miles round, her weight-bearing prowess being phenomenal. At the peace celebrations at Bryngwyn she danced gaily round a "Verdun" oak tree planted by the Mayor of Abergavenny. Until about four years ago she smoked.

DIVORCED WIFE'S RUSE.

Strange evidence was given in a case which came before Mr. Justice Coleridge in the Divorce Court recently. The petitioner was Mr. George A. Farman, Durand-gardens, Clapham, and the co-respondent Sergt. Martin Howell, of the Canadian Engineers. The case was stated that Mrs. Farman had introduced Howell to her husband as her brother. Whether that was the relationship or not Mr. Farman did not know, but his counsel, Mr. J. A. Hawke, said the wife's brother had left England years ago and one of the relatives could not recognise Howell as the brother. Mr. Farman did not suspect anything in the relations of his wife and Howell, believing her statement, but he found that she had been visited by Howell at Seaford where the Canadian was stationed and where she had gone to stay. In evidence Mr. Farman denied that he had threatened his wife with a revolver or bullied her when she was ill. A decree nisi was granted.

GIRL AND MORMONS.

A girl typist, Florence Pappworth, 19 years, old, residing at Brixton, who had become acquainted with the Mormon sect in London, and wanted to go to Utah, was summoned at Bow Street recently for making false statements in order to get a passport. It was stated by Mr. Harold Pearce, who prosecuted, that the girl knew a man named Limford, who was a member of the Mormon sect, and that she also became acquainted with an American soldier named Estel. The latter wanted to marry her, but she refused him. She wanted to go to Utah, but her parents, who live at Peterborough, objected. She applied for a passport, saying she wished to go to Ogden, Utah, for the purpose of joining my guardian. As a matter of fact, said Mr. Pearce, she had no guardian there and she forged the name of her parents. He added that a certificate signed by the president of the branch of Latter Day Saints at South Tottenham stated that the girl was a member. The magistrate bound the girl over for 12 months on condition that she went to live at home.

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CHEAP POSTAGE.

A PRIME NEED OF COMMERCE.

A Times correspondent writes:—Commerce depends much on enlarged means of communication. The British Empire can neither know itself nor increase its acquaintance with its friends, who are also commercial competitors without extended facilities. Hence by many capable of authoritative judgment it is held that the bedrock of reconstruction is cheap and expeditious communication by letters and telegrams, which should put us in closest touch with every part of the globe.

The letter and the telegram, or "cable," are complementary aids to business. The one announces the bare fact, or makes opening inquiry; the other follows with fuller or alternative suggestions, giving or seeking information of this or that nation's requirements and the imports or exports that are most marketable, which men of thought and action promptly turn to profitable account. By reducing the cost of letters and telegrams to the lowest possible minimum, interchange of news and views would be encouraged between buyers and sellers all over the world, while the dissemination of commercial intelligence would be promoted through the newspapers.

There remains the larger principle of mutual understanding between the peoples. The war has shown how sadly we need such understanding in some directions, how much we have benefited from the comparatively little we possess in other directions. Though both the profit and the loss are incalculable, the indications of each are manifest. Nobody, for example, will refuse to allow to Imperial postage and the cable links of Empire (such as they are) a considerable share in the unanimity with which the Dominions and Colonies grasped the position of Great Britain and rushed to her help in August, 1914. Nor is it less easy to imagine that early misinterpretation of our efforts in some quarters of France and Italy would have been corrected more easily if we had not been separated from French and Italians for so many previous years by a barrier of such postal rates as, generally speaking, are prohibitive of easy and constant communication.

PENNY POSTAGE AGAIN. We are masters in our own household, and, if unable to come to terms quickly for cheaper

postage and telegrams to and from the areas embraced by the Postal Union, we should no longer delay the establishment of cheap and efficient communication between the British Empire and the rest of the world. To all countries we should make known our willingness to create with them a penny post, or alternatively a three-halfpenny post, if they also will conform. Whatever may be the result of this negotiation, we ought not to be deterred from instituting cheaper postage from the United Kingdom. Be the initial cost what it might we should be repaid handsomely for thinking imperially and at once inaugurating, at the seat of Imperial Government, a system of enhanced and cheapened communication throughout the world.

A great step towards our commercial supremacy would be taken by reverting to penny postage for the Empire and America; yet it is far more important to establish a uniform postal rate to all lands, whether that rate be the pre-war penny or the present three-halfpenny.

The history of postal reform in Great Britain contains many proofs of the power of persuasion. During the Franco-British Exhibition the late Sir Henniker Heaton and Lord Blyth tried hard to obtain a penny post to France. They failed, but in failing paved the way for a penny post to the United States. Mr. Whitelaw Reid, who then represented his country in England, was inspired by the arguments advanced for the proposal concerning France to urge the prior claim of men speaking the same language as ourselves and inhabiting a vast territory than France. The scheme to deliver letters for a penny over the Channel—across the way, as it were—led directly to the accomplishment of the other scheme to convey them by the other scheme to convey them over thousands of Atlantic miles and deliver them over thousands of American miles. But what persuasion is, or could be, equal to that which comes with the Peace? War has taught us that it is vital for a nation to understand other nations, fatal for a nation to be ignorant of other nations. The ratification of Peace would bring a brighter prospect of long-continuance of the consequent blessings if we extended to each Allied and neutral nation the advantages now enjoyed between ourselves, our farthest outposts of Empire, and the United States, with whom there is mutual partnership in postal and telegraphic facilities at a low uniform rate, regardless of distance.

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ANOMALIES OF DISTANCE.

Distance, indeed, cannot be said to count in this question. The anomalies are too obvious. For the same charge correspondence is delivered in a street adjoining the post office where it is dropped into the box, or many thousands of miles away across the Atlantic and Pacific, France and Belgium, more or less visible from our own coast, have no advantage over distant China and Japan. One little corner of China, Wei-hai-wei, with a population of fewer than 300,000 and an area of less than 300 square miles, actually comes under the three-halfpenny rate, and in pre-war days secured the benefit of the penny. Presumably the Peace Treaty will bring other small places into the same postal category. Huge tracts of continents and tiny islands will be administered as the property of the Crown or under mandatory powers. In due course they will illustrate the importance of cheap and expeditious posts and telegraphs—or, if we take the penny wise and pound foolish road of administration, will be let and hindered in their progress by relative ignorance of the world at large. There is one opportunity offered by the Peace of demonstrating the practical beneficence of British rule.

Nothing would be so helpful in maintaining what we have won by our arms, in spreading the democratic ideals and in contributing to enduring peace, as the making of the whole world one postal family. Our trade would increase; the friendship of the Allied and neutral nations would be cemented; and, what is probably of greater importance in the long run than anything else, the mutual good understanding thus created would more and more, in the course of years, safeguard the Peace Treaty from becoming a scrap of paper in the eyes of the barbarian.

These things, obviously, cannot be proved. Like all the biggest elements in life, they rest upon faith moulded by experience. What cheap postage and telegraphy have done for man and the Empire can no more be demonstrated by figures than the influence of Shakespeare. None the less, it would be as foolish to deny the one as the other; as foolish, in fact, as to deny the value of reading and writing. A great instrument has been placed in our hands, and a signal opportunity to employ it more advantageously than ever.

Should advantages be at disposal, some of us will think first of France. It will seem to them that so heroic an Ally should be placed on equal terms, in this respect, with America; for, while America is our blood relation, France may be said to have fought her gallant way into the family. But who would ignore a Belgium? And has not Italy

BRITISH CREDIT.

ONLY WAY TO REDUCE FOOD PRICES.

Mr. G. H. Roberts, the Food Controller, speaking at a luncheon at Wandsworth recently to celebrate the anniversary of the opening of the Wandsworth national kitchen, said the Ministry of Food were anxious that the public kitchen movement should be developed during the coming winter.

As to the outlook, there was food in the world, but we had to pay a high price for it. People were likely to be misled into believing that profiteering was the cause but we could not free ourselves from responsibility for past generations. We were suffering for it to-day, and during the first year of the war we had to pay £25,000,000 to foreign countries. We were compelled to go to outside markets, and there was only one market available, North America. We could not get the Empire's supplies through shortage of tonnage, and the Scandinavian countries had been compelled to deplete their stocks during the war.

The financial circumstances were entirely against us. The British sovereign at present was only worth 4½ dollars, and he was informed by his financial advisers that in the course of the week it might be well in the environment of only four dollars. That meant an addition of 20 per cent to the price of any article we had to buy in the American market.

The only way to remedy that was to stimulate production. Before the war we used to export £75,000,000 worth of food. This year we are exporting £25,000,000, and with that we had to buy £75,000,000 worth of food. He had to raise credit in the very country in which he was making purchases with the exchange so badly against us that it meant an additional 20 per cent.

We have to come down to mother earth, he said. We have got to work to produce, or else we can never hope to get food at reasonable prices.

the bravest of claims? Then come clustering memories of Serbia and the newly created or restored nations of the Near East, to say nothing of Japan, where lie so many British interests in one form or another. The conclusion must be that universality is the only wise policy, and that preliminary inquiry should be made of foreign countries, Allied and neutral, whether they desire to reduce the postage between them and ourselves to whatever the Imperial postage may definitely become a penny or three-halfpenny.

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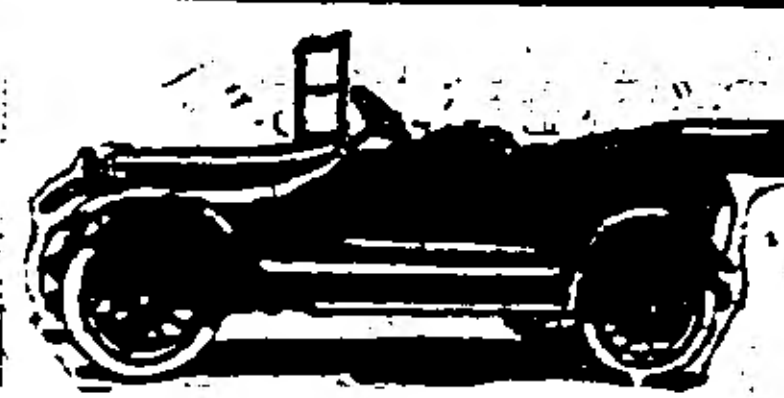
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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

ACKNOWLEDGEMENT.

Mr. C. A. Lopes, Mr. and Mrs. P. A. Yvanovich Mr. and Mrs. A. A. Lopes and Mr. J. M. Lopes, desire to express their deepest gratitude to all, for the kind sympathy received in their recent bereavement.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 3, 1919.

KOWLOON'S FLAT-DWELLERS.

We have of late been dealing with some of the deficiencies from which Kowloon suffers because we know that the community living there keenly feels the need of many things being put right and because these residents believe that Kowloon's wants are always being neglected. It is this feeling which has inspired the wish for a special representative on the Legislative Council, concerning which we hope more will be heard in the near future. From the stranger visiting the Colony and seeing how cramped the island of Hongkong is, the remark always comes that on the mainland there should be plenty of scope for expansion and for the erection of residences. The stranger is right; there is plenty of room, but yet no houses of the type required are built. Even where residences have been put up, no well-ordered scheme of town-planning has been kept in view, with the result that the whole place presents a confused and bedraggled appearance, if we except the main road. It is this housing question upon which we wish to make a few observations, for one thing is certain—that this issue is sure to be raised if there is any useful result from the proposed public meeting.

Kowloon is now studded with flats. That is a relatively new development. We well remember when the first buildings of this type were erected. No one then imagined that within so short a time a very big proportion of the peninsula's residents would be flat-dwellers. But that is the situation to-day. Now, to our way of thinking, flats are not the best type of residences in a place like this. They are all right, and they fill a very necessary place, in large cities where suitable building sites are very few. But they are an anachronism in such a spot as Kowloon, where there are acres upon acres of ground and where, if development proceeded on rightful lines, we should see pleasant little residences, each with its own grounds, dotted all over the place. Flat-dwellers seldom know what quietude is; if the next-door neighbour is not having a "jamboree" some-one in the block is, whilst there is never quite the same privacy about a flat as there is to be obtained in one's own house. But the flat evil has even overlapped into areas where there are four and five-roomed houses, residences of this type being very commonly "shared" nowadays by two families. This was never originally intended, of course, but there is the fact. It is a consequence of the shortage of houses and the tremendously high rentals prevailing.

Now, does anyone suppose that people live in flats or half-houses because they prefer it to residence in a self-contained house? Obviously they do not. They are forced to do so by stress of circumstances—because there is nothing else left them except it be hotel-life, where home comforts are few. The trouble, so far as Kowloon is concerned, is that it would not pay to erect houses in the outlying parts of the peninsula, even if sites could be cheaply obtained, because the means of communication are poor. When the tramway comes, however, we hope to see many small bungalows, each with its garden, spring into being at points from which quick transit to the ferry would be assured. Then we should have living conditions much more suited to the place than the interminable blocks of flats now existing in Kowloon. From this standpoint, we are sorry that the Government scheme comes within the category of flats. The ideal arrangement would have been either for the Government to erect small bungalows and let them at reasonable rents, or to advance funds to bona fide residents with which to build, repayment to be made at a rate somewhat comparable to what is now spent in rents, the houses eventually to become the property of the occupants. But perhaps this is so much idle dreaming. Be that as it may, Kowloon cries aloud for better housing accommodation, and that is a point which will, we are sure, be emphasised in the campaign which will shortly open to secure better treatment for the people across the harbour.

NOTES & COMMENTS.

HONGKONG WAR MEDAL.

The suggestion thrown out yesterday by a correspondent, to the effect that Hongkong men who during the war have done double duty, as civilians and as citizen soldiers, should have been granted to them something to show for their service, is one which we can thoroughly endorse. Now, "Ex-Service" has seen fighting in Flanders and is a new-comer to Hongkong. He, therefore, approaches the question quite disinterestedly and is not asking for something for himself. From recent announcements, it would appear to be quite clear that those men who during the war have done service in the Defence Corps, who were, strictly speaking, "on active service," and who could not be spared from their ordinary avocations, will not be entitled to any of the war medals, merely because they have not been in a fighting theatre. It may be the intention of the Government here to give them something to show what they did in the war, which is what "Ex-Service" wants done; if so, we think the time has come when some statement should be made on the subject. At Home, the authorities have disclosed their intentions; why not here?

THE "REJECTED."

Incidentally, too, we think that every man who was rejected for service should have a certificate to that effect. These men will not always be in Hongkong, and occasions might in the future arise when a document of this sort would be of the greatest value. At Home, in public and other appointments, preference is being given in innumerable instances to ex-Service men, so that a Hongkong man going Home and having nothing to show either that he has done war service or has been rejected, would be at a disadvantage as well as being placed in a most uncomfortable position if he happened to be applying for such a billet. In any case, bearing in mind that we shall for many years be hearing the query "What did you do in the war?" it would seem to be only fair play that all who have been rejected on medical grounds should have a document to that effect supplied to them. There must be records of all who were "turned down." It should thus be a very simple matter to issue such certificates.

ICE HOUSE STREET.

Some little time ago, we suggested that the portion of Ice House Street connecting Queen's and Des Voeux Roads should be closed to vehicular traffic of all kind. We desire to renew that plea, because the terribly congested state of the traffic in this bit of thoroughfare has been impressed upon us again and again of late. The police who do point duty in this locality will admit that there is more trouble with traffic in this one spot than in any other place in the city. The road is narrow and there are no pavements whatever. Pedestrians and rickshaws, chairs and motor-cars get hopelessly mixed up, and the place is in a constant state of uproar. Now, are conditions of this kind pleasant to anybody? Obviously they are not. Then why not do the sensible thing and restrict traffic here to pedestrians? We know that this is the age of rush and bustle, but we cannot believe that time is so very precious that the extra couple of minutes involved in using either Pedder Street or Wardley Street as a means of getting from Queen's Road to Des Voeux Road, or vice versa, is going either to hurt or ruin anybody, not even our broker friends. That we are earnest in this plea will be evident when we say that the short cut through this bit of street is very handy for the *Telegraph*, whose offices are situated so near it. But when rickshaws, we shall not mind going round the other way if the restriction we suggest is enforced. We make the plea purely in the interests of the community and the better control of street traffic. Now, will the C.S.P. think the idea over?

GUN WITH 100-MILE RANGE.

Paris, July 18.—The Commission of Inquiry on Metallurgy and the Briey Basin, yesterday heard M. Bourgois, Chief Naval Engineer, who stated that he could easily have made a gun with a range of 100 miles for the purpose of bombarding the Germans at Briey, thus preventing their carrying out industrial operations in that district. His plans, however, were refused.

DAY BY DAY.

THINGS YOU BUY CHEAP YOU HOLD IN CHEAP ESTEEM.

The wedding is announced to take place shortly of Mr. R. O. Hutchison to Miss Rose Blenheim Jupp, en route from England.

"A European Resident" (Kong-moon)—As the correspondence referred to did not appear in the *Telegraph*, we have passed your letter on to one of the papers concerned.

There was a marked decline in the number of cases of gastro-enteritis yesterday—eight, with six deaths. Five fatal cases of cholera were also reported. All were Chinese.

Last evening at about 5 o'clock a Chinese woman jumped down from the second storey of 50, Haiphong Road, into the street. She sustained severe injuries to her ankle. The motive of her act is not known, but it is presumed it was a case of attempted suicide.

Two women were charged before Mr. N. L. Smith to-day with unlawful possession of a quantity of percussion caps, ammunition, and labels of opium. Mr. d'Almada appeared for the defendants. A remand was granted till Monday the 8th inst. Bail was fixed at \$1,000 each.

"The Globe Trotters" are giving a special matinee this afternoon at the Victoria Theatre at which the prices will be \$2 and \$1. Children will be admitted at half price. This versatile troupe were again greeted with a full house last night, and there is every indication that they will experience similar good fortune to-night. To-morrow there will be a complete change of programme.

A Chinese was to-day sentenced to six weeks' hard labour by Mr. R. E. Lindsell for stealing a bag of rice. Inspector Macdonald stated that this morning at 2.30 o'clock defendant was seen passing by No. 7 Police Station, by a Chinese constable. He asked where he had obtained the rice from. He said he stole it, and took the police to the place. When they got there they found that the staircase partition was broken, and the bag of rice was extracted.

At the Police Court to-day a Chinese was charged with stealing a quantity of clothing from his companions. It appears that they were all carpenters, and living in the same house. Yesterday when two of the complainants had gone to work, the defendant did not go, but collected all the complainants' clothing. He was arrested on board the Ching Chau in the afternoon. When he saw the police approaching, he jumped into the water, and would have been drowned, had it not been for a seaman of the boat. Mr. N. L. Smith sentenced him to six weeks' hard labour.

Having been entrusted with the business management of travelling arrangements for the World's Seventh Sunday School Convention at Zurich in 1913, Messrs. Thos Cook and Son have been appointed by the Transportation Committee of the Eighth World's Convention as travel agent for the Convention to take place in Tokyo, Japan, during October, 1920. All the resources of the firm's world-wide organisation will be placed at the disposal of delegates and their friends who anticipate attendance at Tokyo. A series of attractive tours are being arranged. The number of delegates, expected to attend from America varies from one thousand to fifteen hundred in addition to which there will be delegates from Europe, India, etc.

A Chinese was to-day charged, before Mr. R. E. Lindsell, with attempting to steal a quantity of rice. Inspector Macdonald stated that at 7 a.m. yesterday, a Chinese was following his coolie who was carrying a bag of rice, when three men came up to him and asked him "Will you give us \$3 for tea money?" The man said he would not do so. They then said: "If you do not give us the money we will steal your bag of rice." He refused again, and the defendant then ripped the bag open with a knife, whilst the other two men got away with a good quantity of it. A district watchman saw what had happened and arrested the defendant. He had a previous conviction against him. Mr. Lindsell sentenced him to three months' hard labour and four hours' stocks.

MODERN MODES.



TWO SIMPLE STYLES FOR CHILDREN.

Children's Fashions by "Sacha."

A little boy's navy blue linen tunic piped with white, is shown at the left of our illustration. The short knickers are white also, reversing the usual order of things. His tiny sister wears a charming frock of voile with three little muslin frills.

Little girls are keeping pace with their mothers as regards pretty summer dresses, and in the striped and checked voile frocks that are now being worn, they look very charming. These little frocks are very simply made, the top being maggy fashion, with no trimming at all, for the pattern of the voile is in itself sufficient ornamentation. White, mustard, red-brown and black, black and white, cerise white and black, are some of the colourings that are exceedingly effective for small maiden's frocks. With these are worn prettily shaped straw hats, many of them with a Directorate tendency.

A pretty frock of white linen is bordered with a bias band of rose linen. This is for a tiny girl and made with a bebee waist and short, moderately full skirt. The rose linen forms a band around the neck and is brought down the front at one side half-way to the belt. The frock is open here and is fastened with three rose covered buttons. The rose linen is used also to border the skirt and the sleeves and to form the girdle.

Another dainty frock for a little girl is of white mousseline with applications of blue mousseline. The little frock hangs straight

from the shoulders without a belt. It has a sailor collar which is quite deep and wide, and bouffant sleeves that extend only half way to the elbow. The blue applications are set on at intervals around the foot of the frock and in the two corners of the sailor collar. They are cut in the form of very blunt pointed stars, or one might perhaps better say, in circles, which have been five pointed. The applications are held in place by stitchery in a different coloured blue.

A white pique suit for a small boy has the pockets of the very short pantaloons ornamented with vari-coloured embroidery, the design being two crossed mallets and a ball.

The chief thing to bear in mind when dressing children is that all clothes should be comfortable and suitable. Have originality, but do not let it verge on the freakish, and never on any account ignore a child's expressed dislike for a particular style or colour.

The fashions for children are always modelled to a great extent on the styles of the moment, and as all our dresses this season are simple in line, it follows that the children's fashions are equally charming and wearable.

Silk and woollen jerseys and jumpers in all colours are also useful for the youthful person's wardrobe. These are usually made with a belt. The play-frock with knickers to match is now made in loose tunic style, and not with the kilted skirt that was worn in the winter. These

practical frocks are cool and pretty, materialised in pink or blue mercerised cotton.

An effective frock for a little girl is made of blue and white jersey. The corsage is of blue and short waisted, and is cut with a shallow round neck long on the shoulders, kimono sleeves reaching just below the elbow, and quite wide. It is finished only with a small turned back cuff of the jersey. The tiny skirt not very full, and is fastened on the bodice without girle or other trimming and a narrow band of blue finishes the bottom. There are two large pockets of the blue jersey on the skirt.

A charming little suit for a small boy is made of green jersey trimmed with buttonholing in darker green wool. The suit has very short, wide pantaloons which are cut in wide scallops on the lower edge, this edge being finished with the wool buttonholing. The blouse resembles a short smock. There is a square yoke bordered with the wool buttonholing, sleeves also bordered with wool and a fairly full lower part gathered on the square yoke. The blouse is not belted and is finished on the lower edge with button-holed scallops.

Another suit for a boy has very short trousers of black, jersey which are worn with a pleated blouse of white pique which has a plain yoke with a straight line of embroidery defining it and ornaments of buttons. The yoke extends over the shoulders in square tabs and the sleeves are short.

TO-DAY'S MISCELLANY.

Lovers of old time practices will be interested to know that, within three miles of the city, a thatcher is now busily engaged in putting a new roof on a charming old Camberwell cottage, built well over 200 years ago, says the *Morning Post*. The thatched house, probably the last of its kind in London, stands in the middle of Camberwell-Grove, which at one time formed part of the grounds of Lettism House. John Lettism, who lived there in the latter part of the Eighteenth Century, was one of the most extraordinary men of his day. A Quaker physician and a great philanthropist, he used to sign his prescriptions "I Lettism," which signature occasioned the following doggerel:
"When any patients call in haste,
I physics, bleeds, and sweats 'em;
If, after that, they choose to die,
Why, what cares I?"
I lets 'em."

It was here where the hero of William Black's romantic novel "Madcap Violet" stayed, and the cottage and grounds are fully described therein. The house is indeed a singular sight, and brings

into our busy thoroughfares a refreshing suggestion of the country.

There is a characteristic story told of King George. Just prior to the war a member of his household arrived at Buckingham Palace in a new and very sumptuous motor-car. The King happened to see the car standing in the quadrangle and passed to admire it, the owner respectfully saluting him. His Majesty examined it most critically, asked various questions respecting its make, horse-power, and so forth. When these details had been given to him he gave a sigh which seemed to come from his boots, and said, "I would like to have one like that, if I could afford it!"

They are starting. A German firm with headquarters in Hamburg advertises cables, "only European agents deal with," in a Straits paper. Straits people are indulging in angry words over it. It is a typically Hunnish trick to attack the patriotic Briton through his stomach.—*Englishman*.

Brigade has recently been unearthed at Marlborough House. The sketch recalls the fact that when he was a young man, King Edward was very fond of attending fires in the Metropolis. He used to accompany Sir Eyre Massey Shaw, who was at that time head of the brigade. Ultimately His Majesty gave up his exciting excursions owing to Queen Victoria's fear that he might meet with an accident.

"Where are you going to live when you are married, Lily?" a lady said to her servant, who had just shyly given a week's notice. "In California, ma'am," said Lily. "In California! Isn't that rather risky? They have so many earthquakes and violent disturbances there, you know." The more the merrier, ma'am, was the cheerful answer. "Lily, you surprise me! What a shocking sentiment!" "It ain't sentiment, ma'am, but hard fact. My young man's the village reporter, and he says that describin' parish meetings and such-like musty things gives him the miseries. So he's goin' to a place where there's more chance of an eruption or a big explosion to give him a rise in the world."

An old drawing of the late King Edward in the uniform of a fireman in the London Fire

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"HELL."

SERMON AT UNION
CHURCH.

Notes of a sermon by the Rev. J. Kirk Macdonald at Union Church on Sunday evening.

I am pressed by enquirers to preach upon the subject of hell, and the fact that it is not an agreeable one is not sufficient reason for refusing. The word is one to be avoided whenever possible, not from mere squeamishness, but because it has become debased into a piece of vile profanity expressive of all hatred and ill-will instead of the reluctant but just judgment which the reality it indicates stands for in the purposes of God.

Unfortunately in our English Bibles the word "hell" is used to translate quite a number of different words in Hebrew and Greek—Sheol, Hades, Gehenna, Tartarus.

This gives rise to much confusion of thought. It is not enough that scholars should be able to see their way among these various terms; the ordinary reader who knows no language but his own ought to be able to see at a glance whether the word in any particular instance means the abode of the lost or simply that of the departed. Often than not it means the latter, but, except in the Revised Version, no one would suspect it. People imagine that "Sheol," from the Old Testament and "Hades," from the New Testament are only more polite and less forcible ways of saying the same thing which the shorter word expresses. But it is not so at all. Sheol means sometimes little more than the grave, and again the undefined abode of all departed spirits beyond the grave, oftenest conceived as a bloodless, disembodied world of shadows and dust for good and bad alike. The same is true in general of the Greek Hades, but gradually these conceptions became more definite and distinctions came to be developed. A sphere of punishment for the bad and one of Paradise for the good, with some sort of purgatorial existence for those midway, became the more or less definite conceptions entertained throughout the ancient world amongst people of all types of religion. These conceptions are general still, indeed it is hard to see how they can ever cease to be so if mankind is to have national ideas of a future existence at all. The latest pronouncements of the spiritualistic school are very confident, not to say dogmatic, on the subject.

Differing considerably from general Christian teaching in some respects, they are at one on certain broad lines, viz. that the soul does certainly survive the death of the body, and that its lot in the beyond is bettered or worsened by the use made of the opportunities of life in the body.

By the time of Christ, Jewish theology had evolved a place of punishment for sinners, and had given to it the name of Gehenna. The name was taken, as is well known, by analogy from the valley on west or south-west of Jerusalem, where after its desolation by Josiah on account of sacrifices having been offered to Moloch, fires were kept burning day and night for the destruction of the city refuse, including dead animals, and the bodies of criminals.

This is alluded to in the last sentence of the book of Isaiah; for the words, "This is my

They shall look upon the carcasses of the men who have transgressed against me, for their worm shall not die, neither shall their fire be quenched." Our Saviour adopted these expressions as He did so many out of the Old Testament. Most obviously He used them figuratively, as He did with the whole well-known imagery of His time upon the subject—Abraham's bosom, great gulf, "torment in this flame."

Most unfortunately, the figure of unquenched fire has been taken literally, and the result is that Christian theology has become involved, in the popular mind, with a hell of hopeless material torment. It has not been so understood always and universally. Up to at least the third century we find illustrious names among the Fathers who taught a less revolting doctrine. But in the fifth century it was pronounced a heresy to hold that the fires of hell meant anything else than real brimstone. To interpret it as referring to the remorse of conscience or anything else upon the spiritual plane was an error to be condemned.

We cannot, however, take our orders from the fifth century, a time of great darkness, shadowing the Church from the half converted pagan world. During the middle ages the conception of a material hell prevailed with little exception, and the genius of Dante unfortunately did much to stereotype it through his *Inferno*. After the Reformation, both Catholic and Protestant teaching was on the same lines. Many of the sermons of those days were such as no congregation now could endure, though that is not to say they may not have been suited to their times and served them well.

There are discourses given forth still on this subject which some of us would refuse to listen to for the honour of the gospel and our Lord's good name. There are sections of the Church still which would doubtless refuse me communion for what I have been saying so far. There are well-meaning people who do endless mischief by insisting on literal interpretations of things in the Bible which a child at school might see should be treated otherwise. They say the Lord said fire and He must have meant fire and we have no right to make Him mean anything else. Very good. Let us talk about this for a moment or two. If the principle is to be applied in this case it is but fair to apply it all round. But to do that is impossible. There are people who claim that they take the Bible literally in every jot and tittle, but in point of fact they do not, for they cannot. For instance, the lot of the wicked is often spoken of in the Bible as death. Take that literally, and what becomes of everlasting torment? Again it is "outer darkness," but how can it be dark in a lake of fire? Every day of our lives we speak about being consumed by fires of love, hate, zeal, ambition, and never dream of stopping to explain that we are using figurative speech. We speak also of "gnawing conscience," but should be amazed if anyone thought we alluded to an actual worm biting at an actual brain. All this may sound absurd; I am aware it does, but I mean it seriously, for I should greatly like some excellent people to see where their literalism will land them, if they stick to it; which they do not, whatever they may claim. For one thing it will commit them to transubstantiation, for the words, "This is my

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph."]
A BOXING CHALLENGE.

Sir,—Kindly allow me a little space in your valuable columns to issue the following challenge on behalf of Kid Danding, of Manila, who is now in the Colony. He challenges any Feather or Light-weight boxer in the Colony (no-one barred), Teddy Neal (Young English) preferred. Danding has a big following in Manila, having fought Big Cortez, Jack Dalton, Young Probasco etc. Dalton is considered the best American Lightweight in the Philippines, but Danding took his measure.

Yours etc.

"FIGHT FAN."

Hongkong, September 3, 1919.

body," are at least as definite as any of our Lord's about eternal fire.

Those who believe in a material hell are apt to be censorious with those of us who do not. They make pretty free with charges that one is undermining the faith. Well I would invite them, with entire respect, to consider what serious disservice to the faith they commit by insisting upon a form of future punishment which better befits Mohammedanism or Bhuddism—both very definite about their seven and nine horrible hells—than Christianity. Their intentions may be ever so good but they may take it as certain that they are turning other people away from the truth and fostering the impression that the gospel of the grace of God is an outworn superstition fit only to frighten the ignorant. I feel this is what I am up against. People want to know if they are expected to believe in a place where the souls of men are handed over to the devil to torment for ever in a fiery furnace. I feel ashamed that at this time of day such questions should have to be put. Yet I cannot deny the need, particularly in China, where there are Mission agencies—not all of them by any means—which teach this kind of crudity to the Chinese, and further take upon them to censure or suspect those who offer a more scriptural and reasonable gospel. I respectfully invite any such who may hear or read my words seriously to do two things:—

1. To conceive it possible that they may be mistaken.
2. To ponder their responsibility in teaching Young China, a view of the gospel which will have to be unlearned in part wherever modern education makes its way. On the latter point I speak from direct experience of somewhat wide range among university students.

Do I then mean to convey that there is no such thing as future chastisement and that no appeal based upon the fear of it is ever to be made? Certainly not. I entertain no doubt that if all fear of consequences were removed evil would go on unimpeded by one of its most potent checks. I grant also it is possible that some of us say less than we should as to the deadly consequences to soul and body of unrepented sin. All reactions may go too far and in reaction from the terrorism of the past the supposition seems to have got about that no matter how men may live here, God is too good-natured to make them feel it much hereafter. I have little doubt that we are afflicted at the present time with just this moral flabbiness. The heart of man is always prone to it. And yet as life passes on it is continually writing up in large letters one sure truth amid many uncertainties; "God is not mocked; whatsoever a man sows, that shall he also reap." That this principle, at work in the present life, must continue in any existence which lies beyond, we must believe if we think rationally. Our Saviour used figurative language, but it was not meaningless, and it is as certain as anything can be that He warned the impenitent of a destiny of loss and woe beyond the grave, though His warnings were rarely addressed to the expected quarters. People for the most part do not like to be reminded of this. Much of the popular religion of the day is excessively easy-going, picking out all the hopeful and consoling elements and ignoring whatever makes any demand upon us.

A few months ago I had occasion to preach on the parable of Dives and Lazarus. I said something about the war and the wickedness accompanying it, having vividified the belief in the side of the gulf which is not rest in Abraham's bosom. Next day

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conception of a material hell it is not that I think the penalties of unrepented wrong are lightened. Try to think them out on the plane of mind and spirit and you will find that consuming fire is not too strong a figure of speech. I did it once in sermon form. The sermon was never preached. I could not preach it. I felt like the painter who put on canvas his imagination of Satan's wife, fled from the house, and locked the door never again to open it. Those sheets of mine were never opened again, sheets on which was imagined the lot of the soul finally abandoned to itself "without hope and without God." After all, that is pushing matters farther than has been revealed. The final things and the secret things belong unto God. Let us be content to know that the Judge of all the earth will do right.

It filled me with the fear of hell, And thought it was the fear of God; I did not seek to love Him well, I only quailed beneath His rod. Oh blessed Christ, Oh blessed Cross, Oh blessed Spirit that showed to me That terror is eternal loss, And trust is immortality!

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SHIPPING NEWS.

A QUARTER'S SHIPBUILDING.

The tonnage building in United Kingdom at the end of June, viz., 2,524,050 tons, shows the large increase of 269,000 tons as compared with March, and is 709,600 tons more than the work in hand 12 months ago. The largest increase has taken place on the Clyde, in which district there are now 893,467 tons under construction. The total commenced during the June quarter amounts to about 655,000 tons, and includes many large vessels. There are now building 129 vessels of 6,000 tons and upwards as compared with 108 at the end of March. The output during the quarter has also been very satisfactory, it being about 305,000 tons higher than that of the previous quarter. The total building abroad—5,493,717 tons—is slightly lower than the total building at the end of March; this is due to a considerable decrease in the wood tonnage building in the United States. The tonnage of wood sailing vessels building abroad appears to have increased by over 175,000 tons; the reason will probably be found to be that a number of wood vessels building in the United States, which were intended to be fitted with engines, are now being completed as barges. The increase in the figures for Italy arises from the inclusion, for the first time, of Trieste amongst the Italian ports: The world's total—8,017,767 tons—is about 21,000 tons higher than the figures recorded for March. The tonnage for vessels actually building under the supervision of the society's surveyors, and intended to class with Lloyd's Register, amounts to over 444 million tons viz., 2,033,319 tons in the United Kingdom and 2,733,314 tons abroad.

THERMIT WELDING.

When the United States transport Northern Pacific ran aground last January off Fire Island the ship was dry-docked in Brooklyn Navy Yard, and it was then found that the entire section of the stern frame in which the rudder was cracked through just above the upper rudder lug, a position where the frame was hollow but thick-walled, measuring almost 2 ft. in diameter and weighing 26½ tons. In handling this injury a mechanical repair was considered out of the question. There remained only the alternative of making a thermit weld or of purchasing a new casting and installing it at a cost probably exceeding £10,000. Thermit, it may be explained, is a mixture of aluminium and iron oxide. It may be ignited by means of a special powder, and on reaction it produces superheated liquid steel and slag of aluminium oxide at a temperature of approximately 5,000 deg. Fahrenheit. The steel is sufficiently hot to melt and dissolve any metal with which it comes in contact, and it amalgamates with the metal thus dissolved to form a solid, homogeneous mass when cooled. In making the weld a scaffolding and working platform 20 ft. above the floor of the dry dock had to be constructed. Next a 3 in. gap was cut of the steel section at the location of the break, the gap being cut with an oxy-acetylene torch. The space thus formed between parts which were later to be united was filled with wax to serve as a pattern, and the pattern was surrounded by a large mould box, and the sections heated red-hot by means of gasoline and compressed air torches, directed through openings in the mould. The operation of pre-heating burned all the wax out of the mould, thus forming a space for the molten thermit steel to enter later. Two large crucibles, each containing 700 lb. of thermit were suspended above the mould box. As the time approached for setting the dazzling white reaction the impending fireworks drew the attention of several hundred naval officers, sailors, and civilian employees, for whom the steps at the end of the dry dock served as a great amphitheatre. Both crucible reactions were set off simultaneously by stationing a man on a ladder at each crucible. On signal each man ignited with a red-hot rod the teaspoonful of ignition powder which lay in top of the thermit. As the reaction started the men jumped down and retired to a safe distance. About 45 seconds was allowed for the liquid thermit steel to be produced from the reaction, after which the two assistants tapped the crucibles by knocking the tapping pins at their case with long tapping rods, thus allowing the molten steel to "escape" into the mould. When the weld had cooled it was examined and found entirely satisfactory and fit for good service.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

H'HOW, P'HOI & H'PHONGKALONG Suiyang 4th Sept. at 10 a.m.

SHANGHAI Suiyang 4th Sept. at noon.

W'WEI, CHEFOO, NEW Kueichow 4th Sept. at 3 p.m.

CH'WANG & TIENSIN Sinkiang 6th Sept. at d'light.

SHANGHAI Sinking 8th Sept. at d'light.

SHANGHAI Sinking 9th Sept. at 11 a.m.

SWATOW & BANGKOK Kanchow 9th Sept. at noon.

SHANGHAI Shantung

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin weekly, taking Cargo on through Bills of Lading to all Yanatse and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong Sept. 3, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer From Expected on or about Will leave on or about For

Tjikini Shanghai in port 4th Sept. Java

Tjilatjap Java in port 5th Sept. Shanghai

Tjilatjap Java in port 10th Sept. Java

Tjilatjap Java 3rd Sept. 10th Sept. Ja an

Tjilatjap Java 5th Sept. 17th Sept. Java

Tjilatjap Japan 14th Sept. 30th Sept. Java

Tjilatjap Japan 28th Sept.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Haitong J. W. Evans FRI. 5th Sept. at 1 p.m.

Haitong A. H. Stewart TUES. 9th Sept. at 1 p.m.

Guinnebaug Medina FRI. 12th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For Steamship On

STRAITS & Calcutta Kumsang Thur., 4th Sept. at 3 p.m.

HAIPHONG via Hoivoh Taksang Fri., 5th Sept. at 8 a.m.

MANILA Loongsang Fri., 5th Sept. at 3 p.m.

SHANGHAI Hangsang Sat., 6th Sept. at d'light.

TIENTSIN Chipping Sat., 6th Sept. at d'light.

STRAITS & Calcutta Namsang Tues., 9th Sept. at 3 p.m.

SHANGHAI Wosang Wed., 10th Sept. at d'light.

MANILA Yuensang Fri., 12th Sept. at 3 p.m.

Kobe Chaksang Wed., 17th Sept. at 5 p.m.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Morming from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yunnan Ports via Shanghai through Bills of Lading to all Northern and Yunnan Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoivoh when cargo is taken on through Bills of Lading for Kaitai, Jasselon, Lakson, Teyoo and Lakon Dera.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Wobow and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer For Date of arrival Date and Time of departure

"EASTERN" Melbourne via Queens-land Ports 29th Aug. 3rd Sept.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.

AGENTS.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers

"ECUADOR," "VENEZUELA" and "COLOMBIA."

Hongkong to San Francisco,

via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA" 10th September.

S.S. "ECUADOR" 8th October.

S.S. "COLOMBIA" 5th November.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the outside, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services Ltd.

For further information, rates, literature, schedules etc.,

Apply to— Company's Office in

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAIR MARU" ... Beginning of September.
"ALASKA MARU" ... Saturday, 20th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"TACOMA MARU" ... Wednesday, 10th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"BURMA MARU" ... Wednesday, 10th Sept.
"SIAM MARU" ... Wednesday, 24th Sept.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Friday, 5th Sept.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAIYO MARU" ... Sunday, 7th Sept.

TAKAO via SWATOW & AMOY.

"SOSHU MARU" ... Thursday, 11th Sept.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"SAIGON MARU" ... Tuesday, 23rd Sept.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN

HONGKONG,

BANGKOK

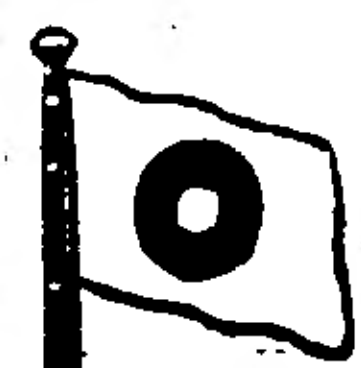
and/or

SINGAPORE.

For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 14) & 151. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BERN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, SANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Spain, China, India, Java, North and South America, also Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"WESTERN KNIGHT" ... About September 4th.

"CITY OF SPOKANE" ... September 22nd.

"SEATTLE SPIRIT" ... October 24th.

For PORTLAND direct:

"COAXET" ... About October 5th.

"WABAN" ... October 11th.

"WEST MUNHAM" ... November 16th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone 2477 & 2478 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR" ... about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct.

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to:—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 15th September for Singapore, Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Sept. to—
Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPANLYN,

Telephone No. 1574.

Agents.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Leeyuen, from Shanghai.

Rasen, from Tokyo.

Selva, from Kobe.

Lufungtia, from Shanghai.

Singyuelong, No. 7, Shangwan from Shanghai.

White, Kitao Maru, from Yokohama.

Yunsang, Queen's Road Central, from Shanghai.

Yunwaichong, Queen's Road Central, from Shanghai.

Zungwoo, 233 Queen's Road, from Shanghai.

Kaohongyoun, from Shanghai.

Yingchee, from Amoy.

T. KRING.

Superintendent,

Hongkong Aug. 29, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ashurst, from New York.

Capt. Jackson, s.s. Nile, from Newcastle-on-Tyne.

C. P. Lung, from Shanghai.

Doyle, passenger, Aki Maru, from Sydney.

Fred Keyston, from San Francisco.

Ford American Consul, from Los Angeles.

Fullerton c/o American Consul, from New York.

Green, from Iona Michigan.

Ien, from London.

Nordpatel, from New York.

D. de H. FARRANT,

Superintendent,

Hongkong, Aug. 28, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler-Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK BLANKS	WATERWAY BREADTH	DEPTH OF WATER AT LOW TIDE	WIND WAVE TIDE	WIND WAVE TIDE
KOWLOON					
No. 1 Dock, Kowloon	100'	20'	10'	10'	10'
No. 2 Dock, Kowloon	100'	20'	10'	10'	10'
No. 3 Dock, Kowloon	100'	20'	10'	10'	10'
No. 4 Dock, Kowloon	100'	20'	10'	10'	10'
No. 5 Dock, Kowloon	100'	20'	10'	10'	10'
No. 6 Dock, Kowloon	100'	20'	10'	10'	10'
No. 7 Dock, Kowloon	100'	20'	10'	10'	10'
No. 8 Dock, Kowloon	100'	20'	10'	10'	10'
No. 9 Dock, Kowloon	100'	20'	10'	10'	10'
No. 10 Dock, Kowloon	100'	20'	10'	10'	10'
No. 11 Dock, Kowloon	100'	20'	10'	10'	10'
No. 12 Dock, Kowloon	100'	20'	10'	10'	10'
No. 13 Dock, Kowloon	100'	20'	10'	10'	10'
No. 14 Dock, Kowloon	100'	20'	10'	10'	10'
No. 15 Dock, Kowloon	100'	20'	10'	10'	10'
No. 16 Dock, Kowloon	100'	20'	10'	10'	10'
No. 17 Dock, Kowloon	100'	20'	10'	10'	10'
No. 18 Dock, Kowloon	100'	20'	10'	10'	10'
No. 19 Dock, Kowloon	100'	20'	10'	10'	10'
No. 20 Dock, Kowloon	100'	20'	10'	10'	10'
No. 21 Dock, Kowloon	100'	20'	10'	10'	10'
No. 22 Dock, Kowloon	100'	20'	10'	10'	10'
No. 23 Dock, Kowloon	100'	20'	10'	10'	10'
No. 24 Dock, Kowloon	100'	20'	10'	10'	10'
No. 25 Dock, Kowloon	100'	20'	10'	10'	10'
No. 26 Dock, Kowloon	100'	20'	10'	10'	10'
No. 27 Dock, Kowloon	100'	20'	10'	10'	10'
No. 28 Dock, Kowloon	100'	20'	10'	10'	10'
No. 29 Dock, Kowloon	100'	20'	10'	10'	10'
No. 30 Dock, Kowloon	100'	20'	10'	10'	10'
No. 31 Dock, Kowloon	100'	20'	10'	10'	10'
No. 32 Dock, Kowloon	100'	20'	10'	10'	10'
No. 33 Dock, Kowloon	100'	20'	10'	10'	10'
No. 34 Dock, Kowloon	100'	20'	10'	10'	10'
No. 35 Dock, Kowloon	100'	20'	10'	10'	10'
No. 36 Dock, Kowloon	100'	20'	10'	10'	10'
No. 37 Dock, Kowloon	100'	20'	10'	10'	10'
No. 38 Dock, Kowloon	100'	20'	10'	10'	10'
No. 39 Dock, Kowloon	100'	20'	10'	10'	10'
No. 40 Dock, Kowloon	100'	20'	10'	10'	10'
No. 41 Dock, Kowloon	100'	20'	10'	10'	10'
No. 42 Dock, Kowloon	100'	20'	10'	10'	10'
No. 43 Dock, Kowloon	100'	20'	10'	10'	10'
No. 44 Dock, Kowloon	100'	20'	10'	10'	10'
No. 45 Dock, Kowloon	100'	20'	10'	10'	10'
No. 46 Dock, Kowloon	100'	20'	10'	10'	10'
No. 47 Dock, Kowloon	100'	20'	10'	10'	10'
No. 48 Dock, Kowloon	100'	20'	10'	10'	10'
No. 49 Dock, Kowloon	100'	20'	10'	10'	10'
No. 50 Dock, Kowloon	100'	20'	10'	10'	10'
No. 51 Dock, Kowloon	100'	20'	10'	10'	10'
No. 52 Dock, Kowloon	100'	20'	10'	10'	10'
No. 53 Dock, Kowloon	100'	20'	10'	10'	10'
No. 54 Dock, Kowloon	100'	20'	10'	10'	10'
No. 55 Dock, Kowloon	100'	20'	10'	10'	10'
No. 56 Dock, Kowloon	100'	20'	10'	10'	10'
No. 57 Dock, Kowloon	100'	20'	10'	10'	10'
No. 58 Dock, Kowloon	100'	20'	10'	10'	10'
No. 59 Dock, Kowloon	100'	20'	10'	10'	10'
No. 60 Dock, Kowloon	100'	20'	10'	10'	10'
No. 61 Dock, Kowloon	100'	20'	10'	10'	10'
No. 62 Dock, Kowloon	100'	20'	10'	10'	10'
No. 63 Dock, Kowloon	100'	20'	10'	10'	10'
No. 64 Dock, Kowloon	100'	20'	10'	10'	10'
No. 65 Dock, Kowloon	100'	20'	10'	10'	10'
No. 66 Dock, Kowloon	100'	20'	10'	10'	10'
No. 67 Dock, Kowloon	100'	20'	10'	10'	10'
No. 68 Dock, Kowloon	100'	20'	10'	10'	10'
No. 69 Dock, Kowloon	100'	20'	10'	10'	10'
No. 70 Dock, Kowloon	100'	20'	10'	10'	10'
No. 71 Dock, Kowloon	100'	20'	10'	10'	10'
No. 72 Dock, Kowloon	100'	20'	10'	10'	10'
No. 73 Dock, Kowloon	100'	20'	10'	10'	10'
No. 74 Dock, Kowloon	100'	20'	10'	10'	10'
No. 75 Dock, Kowloon	100'	20'	10'	10'	10'
No. 76 Dock, Kowloon	100'	20'	10'	10'	10'
No. 77 Dock, Kowloon	100'	20'	10'	10'	10'
No. 78 Dock, Kowloon	100'	20'	10'	10'	10'
No. 79 Dock, Kowloon	100'	20'	10'	10'	10'
No. 80 Dock, Kowloon	100'	20'	10'	10'	10'
No. 81 Dock, Kowloon	100'	20'	10'	10'	10'
No. 82 Dock, Kowloon	100'	20'	10'	10'	10'
No. 83 Dock, Kowloon	100'	20'	10'	10'	10'
No. 84 Dock, Kowloon	100'	20'	10'	10'	10'
No. 85 Dock, Kowloon	100'	20'	10'	10'	10'
No. 86 Dock, Kowloon	100'	20'	10'	10'	10'
No. 87 Dock, Kowloon	100'	20'	10'	10'	10'
No. 88 Dock, Kowloon	100'	20'	10'	10'	10'
No. 89 Dock, Kowloon	100'	20'	10'	10'	10'
No. 90 Dock, Kowloon	100'	20'	10'	10'	10'
No. 91 Dock, Kowloon	100'	20'	10'	10'	10'
No. 92 Dock, Kowloon	100'	20'	10'	10'	10'
No. 93 Dock, Kowloon	100'	20'	10'	10'	10'
No. 94 Dock, Kowloon	100'	20'	10'	10'	10'
No. 95 Dock, Kowloon	100'	20'	10'	10'	10'
No. 96 Dock, Kowloon	100'	20'	10'	10'	10'
No. 97 Dock, Kowloon	100'	20'	10'	10'	10'
No. 98 Dock, Kowloon	100'	20'	10'	10'	10'
No. 99 Dock, Kowloon	100'	20'	10'	10'	10'
No. 100 Dock, Kowloon	100'	20'	10'	10'	10'
No. 101 Dock, Kowloon	100'	20'	10'	10'	10'
No. 102 Dock, Kowloon	100'	20'	10'	10'	10'
No. 103 Dock, Kowloon	100'	20'	10'	10'	10'
No. 104 Dock, Kowloon	100'	20'	10'	10'	10'
No. 105 Dock, Kowloon	100'	20'	10'	10'	10'
No. 106 Dock, Kowloon	100'	20'	10'	10'	10'
No. 107 Dock, Kowloon	100'	20'	10'	10'	10'
No. 108 Dock, Kowloon	100'	20'	10'	10'	10'
No. 109 Dock, Kowloon	100'	20'	10'	10'	10'
No. 110 Dock, Kowloon	100'	20'	10'	10'	10'
No. 111 Dock, Kowloon	100'	20'	10'	10'	10'
No. 112 Dock, Kowloon	100'	20'	10'	10'	10'
No. 113 Dock, Kowloon	100'	20'	10'	10'	10'
No. 114 Dock, Kowloon	100'	20'	10'	10'	10'
No. 115 Dock, Kowloon	100'	20'	10'	10'	10'
No. 116 Dock, Kowloon	100'	20'	10'	10'	10'
No. 117 Dock, Kowloon	100'	20'	10'	10'	10'
No. 118 Dock, Kowloon	100'	20'	10'	10'	10'
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NOTICE.

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

SANITARY BOARD.

THE GASTRO-ENTERITIS
OUTBREAK.

A meeting of the Sanitary Board was held yesterday. Mr. A. Gibson presided and those present were Hon. Mr. W. Chatham, Hon. Mr. E. R. Hallifax, Hon. Mr. C. G. Alabaster, Capt. Monteith, M.O.E., Lt. Col. Crisp, Dr. Koch, Mr. Tso, and Mr. C. M. W. Reynolds, Secretary.

CHILDREN IN FACTORIES.

The following letter from Government relative to the employment of children in factories and workshops was read: "I am directed to state that the Government has made careful enquiries in connection with the resolution of the Sanitary Board regarding the employment of small children in factories and workshops. The Government is fully in sympathy with the suggestion that the employment of children for long hours daily or their employment in any dangerous or unhealthy occupation should be prohibited, but it appears that the presence of children in factories and workshops is largely due to the fact that parents, having no place for their safe custody, are obliged to take their children with them when they go to work. It is stated that although the children in some cases spend long hours in or about factory or workshop premises, the time of actual work is generally speaking short and the work is light. It seems expedient, before passing any legislation of the nature suggested by the Sanitary Board, to make a commencement by providing such wider facilities for vernacular education, one of the results of which would be that the children of the poorer classes would be kept in school while their parents were at work. It is hoped to deal with this matter shortly, and in the meantime it is considered inexpedient to legislate regarding the employment of children.

There were no minutes on the letter and the Chairman was about to proceed with the next business when Mr. Alabaster said "I move the letter be read."

The Chairman: It has been circulated. It is a long letter, but it can be read.

THE NEW EPIDEMIC.

On the question of the epidemic of gastro enteritis, Captain Monteith produced plans showing the incidence of the disease since August 1st. It would be seen, he said, that up to August 24th, there were practically no cases. There were one or two on the 24th, on the 25th there were 9, on the 26th 1, on the 27th 9, on the 28th 3, on the 29th it went up to 12, and on the 30th, it took a jump to 52. On the 31st there were 28 cases, and that day's report only showed 8 cases. It looked as if it was gradually going back to normal. Since August 1 there had been 183 cases, with 93 deaths. There had been seven cases of cholera since the Board last met, one case of plague and two of cerebro spinal fever.

Dr. Koch: Of what nationality? Capt. Monteith: All Chinese except one European.

The Chairman: There was one European policeman. Dr. Koch asked if anything was being done to find out the cause and the M.O.E. replied that it was suspected to be due to the congee that was being distributed. The congee stations were, however, to be abolished by the Chinese authorities irrespective of this disease.

COUNCIL MEETING.

TO-MORROW'S AGENDA.

The Legislative Council meets again to-morrow. The agenda is as follows:—

First reading of a Bill intituled An Ordinance to repeal the Sugar Convention Ordinance, 1904.

Second reading of the Bill intituled An Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto.

Second reading of the Bill intituled An Ordinance for the acquisition and disposal of Rice by the Hongkong Government, and for validating acts previously done.

Committee on the Bill intituled An Ordinance to authorise the Appropriation of a Supplementary Sum of Five million four hundred and sixty-six thousand three hundred and twenty-seven Dollars and sixty-three Cents to defray the Charges of the year 1918.

Second reading of the Bill intituled An Ordinance to consolidate and amend the law relating to Places of Public Entertainment.

Will not be proceeded with at this meeting.

The Chairman: I should like to make it quite clear to the Board that the facts regarding the action taken with reference to the epidemic are not quite as they have been reported in some of the newspapers. The decision to abandon free congee distribution was arrived at by the Tung Wah Hospital authorities partly for economic reasons and was arrived at independently of any bearing it might have on the spread of gastro enteritis, and before the risk of the free congee spreading the disease had been mooted. It has not been proved that the free congee issued by the Tung Wah Hospital authorities had anything to do with the spread of the disease, further than the obvious risk, when an epidemic is prevalent, of bringing together in very intimate contact large numbers of hungry people and this risk it has been decided to avoid.

The Hon. Mr. Hallifax said there was one more point. It is this epidemic was going on they would have to take action quickly and it might be advisable for the Board to stop the sale of ice cream and iced drinks in the streets.

Dr. Tso called attention to the danger of fruit.

Dr. Koch: I suggest an effort be made to find the cause of it.

The Chairman: Dr. Parker is working on it and so is Major Harvey, R.A.M.C. It is a highly technical business. The problem is not being lost sight of.

Dr. Koch: It shows the bad policy of separating the Bacteriological Institute from the Sanitary Board.

The Chairman: In connection with Mr. Hallifax's suggestion with regard to iced-drinks, etc., I think it would be wise if we had some very direct control over those hawkers. Shops are not so apt to be guilty, but wandering hawkers are inclined to buy quantities of damaged fruits and sell them.

The Hon. Mr. Hallifax said a definite expression of opinion should be taken as to the articles it would be well not to have sold in the streets. If that were done one of the Chinese organisations, the Public Dispensaries, probably, could have it translated and circulated. He suggested ice cream, sugar iced drinks, black gelatine, molasses, sea weeds, damaged fruit and any cut fruit.

Dr. Tso seconded and the motion was carried.

THE BOCHE NO SPORT.

HIS TACTICS WITH THE
SWEDES.

The Boche has once more proved that he is no sportsman. That is the lasting impression left by the visit by two German football teams to Stockholm. That these visits ever took place was very largely due to the lamentable fact that the proposed tour of the English football players was not carried out. The Swedes, longing for real international football, had looked forward to the visit of the English teams as the great event of the coming season. Everything was prepared for giving the latter a most hearty welcome, and the whole football season had been arranged and timed on the basis of the Anglo-Swedish matches. And then came the decision of the Football League to upset the whole plan, which was very deeply regretted over here—in Sweden—not least among the English colony, who knew what a good form of propaganda it would have been.

Then was the time for the Boche to step in. It must be remembered that since the earliest days of this year's football season the Boches have been offering their teams to the Swedish A.F.A. and even the German Legation at Stockholm has done its best to get permission for their teams to come. But the Swedish A.F.A. refused the most tempting offers, and declined even to permit private clubs to arrange matches with German football teams. The decision of the Football League not to let any of its teams tour the Continent this summer, however, changed the situation. The Swedish A.F.A. considered it still the wisest course not to have anything directly to do with the Boche, but could not, under the present circumstances, refuse leave to private clubs to bring in the Germans, although they warned the clubs against encouraging any friendship with the Germans. But the Boche took his chance immediately.

HOW THE BOCHE ARRIVED.

One day the president of the Stockholm A.F.A. was called on the telephone by a German, who said:—"We have arrived now. Who have arrived?" The Nurnberger Fussball Club, and we have now been waiting at the railway station for four hours to see if any of the Swedish football representatives would turn up." The fact was that negotiations had been opened by the Stockholm A.F.A. with the Nurnberger Club, and while these negotiations were still going on and nothing had been fixed, the team went straight up to Stockholm to take the chance. The economical Boche probably thought it a waste of money to send a wire, or he wanted by this way to force himself upon the Swedes.

Anyhow, when the Germans were there, matches had to be arranged, and it was decided that the Germans, for a certain sum, should play four matches at Stockholm. When this had been fixed and the Germans had got their payment and one match already was played, they asked the Swedes if they could not possibly cut down the programme to three matches for the same payment, as they could not stay long but had to go home. The Swedes granted them this favour, but afterwards regretted it, because it turned out that the Germans in the meantime had arranged for two more matches in other cities in Sweden. They had plenty of time to play those matches. The Boche has always been notorious for cheating people in business, and even German sportsmen are the same when it comes to money.

"DIRTY TRICKS."

The show which the Germans gave was a very mixed one. In their first match they met a rather weak team, which had played the previous day and had to put four reserves on the field. It would not be fair to say anything but that the Germans played a smart game, with accurate passing and quick shots. They were a well drilled team, and every movement, especially in the forward line, was "according to plan." They won the first match, lost the second and had their third one drawn against a second-class team. And with every match the German play deteriorated, as their staying power seemed to be very weak. It is very likely that they got too much of the Swedish food and drinks to be able to keep in form.

And a most significant fact was that when they in their last two matches came up against stronger teams, they used every kind of dirty trick, and also tried to argue with the referee for

OFFENSIVE TRADE
PROSECUTION.

A Chinese, of No. 20, Des Voeux Road was summoned before Mr. N. L. Smith to-day for storing and cleansing cowhides at No. 7, Sai On Lane without obtaining a licence from the Sanitary Board.

Mr. W. E. L. Shenton, defending, said his client, with twenty other firms in the Colony, were big wholesale dealers of cowhides and it was not the practice of the Government to issue licences for these trades. He had seen Dr. Gibson about the matter and the latter agreed with him. During the recent hot weather it was necessary to put a good deal of salt in the hides, and when the retailers took delivery of the salt on the road, Mr. Shenton held that as the Government would not grant a licence his client could not have contravened the conditions.

The case was adjourned till Thursday at noon.

LAWN BOWLS.

TAKOO V. POLICE.

In the League match between Takoo and the Police, played on the Takoo greens on Saturday, the home team had a runaway victory. They won on all rinks and were 64 points in hand at the close. Scores:—

TAKOO	POLICE
Russell	Baird
Grott	Clark
Morrison	Cooper
Hamilton (S)	Grant (S)
Eldridge	Watt
Grimshaw	Watt
Wallace	Pitt
Wotherspoon (S)	Gerrard (S)
Muirhead	Clark
Sloan	Hollands
MacLachlan	Kent
Ferguson	(S) 41 Gordon (S)
Total	92 Total 28

MISTAKEN FOR VON REUTER.

The military authorities at Park Hall Camp state that the German naval officer assaulted at Oswestry recently was mistaken for Admiral von Reuter, who has not been out of camp since his internment. At the time of the incident von Reuter was standing under a tree in his compound smoking a cigar.

getting the upper hand. This unsportsmanlike conduct was strongly pointed out in most of the Swedish newspapers. The referee in one of the matches said afterwards that had it not been for the fact that this was one of our first internationals with the Germans he would have sent at least four of their players off the field. A few days later another German team from Hanover visited Gothenburg and Stockholm, and this team, who were well beaten in both places, also showed the same kind of game when they saw that they could not beat their opponents in fair play.

HOW THE GERMAN ENCOURAGES
FRIENDSHIP.

Another episode also shows the Boche as the "sportsman" he is. When the Swedish international team should have gone to Holland for their match at Amsterdam, the German authorities were very unwilling to give any passports. When the Swedish authorities asked for their reasons for objecting to let the Swedes through, they got the answer that if the Swedes on their return journey would play an international match at Berlin they would get their passports straight away. That is the manner in which the Boche thinks he can encourage friendship and the sporting relations between this country and others.

But our enemy that was used the wrong method that time, as the Swedish A.F.A. firmly replied that it was not intended to play any international match with Germany until the football world had settled itself for the future, and further more threatened the Germans with a Press scandal if they tried to force the Swedes to play them in Berlin. When you treat a Boche with firmness he always gives in, and so he did this time. The Swedes got their passports, although no international match between Sweden and Germany was played.

The above appeared in *Sporting Life*, and was sent by a Stockholm correspondent.

NEW ADVERTISEMENTS.

CONSIGNEES.

INDO-CHINA STEAM
NAVIGATION CO. LTD.

NOTICE TO CONSIGNEES.

From KOBE

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 7th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.

General Managers.

Hongkong, 1st September, 1919

NOTICE TO CONSIGNEES.

THE DOLLAR STEAMSHIP
LINE

THE Steamship

"HAROLD DOLLAR"

having arrived from Vancouver B.C., via ports, on Sept. 1, 1919, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns, until Friday September 5, 1919, when they will be examined by Messrs. Carmichael & Clarke at 10 a.m. September 5, 1919.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No Claims will be admitted after the goods have left the Godowns.

All goods remaining after Sept. 7, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR COY.

Agents.

Hongkong, 1st September, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO.,
LIMITED.AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"TITAN"

are hereby notified that the Cargo will be discharged into Holf's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 1st September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th September, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 31st August, 1919.

NOTICE

The annual meeting of the Hongkong Cricket League will be held on Wednesday, September 17th at 6 p.m. in the Hongkong Cricket Club Pavilion. Will representatives of all clubs interested kindly attend.
Hongkong, 1st September, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY, the 5th September, 1919,

commencing at 11 a.m.

at No. 3 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., West Point.

100 Bales Sumatra Tobacco Leaf

and afterwards at No. 6

Godown

16 Bales Sumatra Tobacco Leaf

Terms: Cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY the 4th

September, 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

36 bales Narcissus Bulbs

10 tins Soft Soap

9 drums Rubber Tar Sanitary Soap

5 cases "3 Boys" Soap

3 cases Mosquito netting in 25 Pieces 36 yds x 90"

Terms: Cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

WISEMAN
LIMITED.

JUST ARRIVED

Cadburys
and
Frys
Chocolates
also
Orange
Blossom
Candies
WISEMAN
LIMITED.

THE INDUSTRIAL AND
COMMERCIAL BANK
LIMITED.

Head Office: 6 Des Voeux Road C/O
Hankow Branch: Panoff Building.
Now is the Time to Start Your Account
SAVINGS OR CURRENT
Your own Account of Resources
ASSURES YOU
FREEDOM OF ACTION SELF-RESPECT
HAPPINESS
Inquiry on our SPECIAL SERVICE
will be Welcome.
J. USANG LY,
Manager.
Hongkong, 7th July, 1919.

WANTED.

WANTED:—Manager required for European Bank with office in Hongkong, Englishman with a knowledge of French preferred. Must have had managerial experience in a Bank in Hongkong and be thoroughly conversant with international trade. Apply to Banco Nacional Ultramarino—Macao Agency.

G. 1919

NOTICE.

IN THE MATTER of the Trading with the Enemy Ordinances, 1914 to 1919

The Custodian of Enemy Property, Hongkong, has for sale by Private Tender the following amount of shares in the undertaking of the Hongkong and Whampoa Dock Company Limited, namely 290 (Two hundred and ninety) Ordinary shares in respect of the capital of the said Company as existing prior to its increase in 191, and 57 (Fifty seven) Ordinary shares (being the rights in respect of the said 290 shares) in respect of the capital of the said Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September 1919.

Particulars, Forms of Tender and Conditions may be obtained from the Custodian of Enemy Property, Hongkong, at the Treasury, Hongkong, or from Messrs. Deacon, Looker, Deacon and Harston, Solicitors, 1, Des Voeux Road Central, Hongkong.

By Order,
C. McI. MESSER,

Custodian of Enemy Property,
Hongkong.

Hongkong, 15th August, 1919.

NOTICE.

THE CHINESE MERCHANTS'
BANK, LTD.

NOTICE is hereby given that the First Ordinary Annual General Meeting of Shareholders of the Company will be held at the Head Office, No. 13 Queen's Road, Central, Hongkong, on Saturday, the 6th September, 1919, at 2 o'clock p.m. for the purpose of receiving the Report of the Directors together with a Statement of accounts for the period ending 30th June, 1919, and of transacting other business.

The Transfer Books of the Company will be closed from the 1st September, 1919, to the 6th September, 1919, both days inclusive.

By Order
DONG TOY
Acting Chief Manager.

Hongkong, 28th August, 1919.

NOTICE.

HONGKONG CLUB.

An Extraordinary General Meeting of the members of the Hongkong Club will be held in the Club House on Monday, the 8th September, 1919, at 5.30 p.m. Business—As posted in the Hall of the Club.

By order,
S. DES VCEUX
Secretary.

Hongkong, 27th August, 1919.

NOTICE.

NATIONAL BONDS OF
The 3rd, 4th and 5th years of
THE REPUBLIC OF CHINA.

NOTICE is hereby given that repayment of drawn bonds and payment of interest coupons will henceforth be made in Hongkong Notes, at current rates, for the equivalent of the face value of said bonds and coupons.

For the
BANK OF CHINA,
Tsuyee Pei
Manager

NOTICE.

DIOCESAN BOYS' SCHOOL
HONGKONG.

Next Term begins on Tuesday September 9, 1919. Parents, Guardians and New Boys can see the Headmaster on Saturday September 6 or Monday September 8 between 10 a.m. and 12 noon.
Rev. W. T. FEATHERSTONE
Headmaster.
Hongkong, 1st September, 1919.

HONGKONG STORM SIGNAL CODE. (LOCAL).

Introduced on 1st JULY, 1917.

DAY SIGNALS.	MEANING.
1. (RED)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2. (GREEN)	Gale expected from the North (N.W. to N.E.)
3. (WHITE)	South (S.E. to S.W.)
4. (WHITE)	East (E.E. to E.W.)
5. (WHITE)	West (W.W. to W.E.)
6. (WHITE)	Gale expected to increase.
7. (WHITE)	Wind of typhoon force expected (any direction).

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is issued, the signal station will be illuminated by a searchlight, and a gale is no longer expected from the direction indicated by the signal, and that a gale may possibly be expected from the opposite direction.

Signal No. 2 will be accompanied by three explosive bombs, fired at intervals of 10 seconds at the Police Station and repeated at the Harbour Office.

The signal will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the north end of the signal station, on Blackhead Hill, the Harbour Office, H.M.S. "Tiger", Green Island signal station, the flagstaff on the premises of the Hongkong and Shanghai Banking Corporation at Kowloon, the flagstaff on the premises of the Standard Oil Company at Lai-chi-ko, and the flagstaff near the Field Officer's Quarters at Lyman.

NIGHT SIGNALS. (Lamps.)	MEANING.
1. (RED)	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2. (GREEN)	Gale expected from the North (N.W. to N.E.)
3. (WHITE)	South (S.E. to S.W.)
4. (WHITE)	East (E.E. to E.W.)
5. (WHITE)	West (W.W. to W.E.)
6. (WHITE)	Gale expected to increase.
7. (WHITE)	Wind of typhoon force expected (any direction).

When local signals are displayed in the Harbour a CODE will be exhibited at the following stations—

GAP ROCK
WAGLAN
STANLEY
ABERDEEN

SAU KI WAN
SUI KUNG
SHA TAI KOK
TAI PO

Further details can always be given to coast vessels, on demand, by signal from lighthouses.

HONGKONG STORM SIGNAL CODE. (NON-LOCAL).

Introduced on 1st JULY, 1917.

1. (RED)	2. (GREEN)	3. (WHITE)	4. (WHITE)	5. (WHITE)	6. (WHITE)	7. (WHITE)	8. (WHITE)	9. (WHITE)	0. (WHITE)
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The signals are made by means of ten symbols representing the ten numerals—

1. (RED) 2. (GREEN) 3. (WHITE) 4. (WHITE) 5. (WHITE) 6. (WHITE) 7. (WHITE) 8. (WHITE) 9. (WHITE) 0. (WHITE)

They are displayed at the end of the signal station, on Blackhead Hill, and remain until an order to change or lower is received from the Harbour Office.

The following information is given—

Typhoon and Continental Depression Signals: (1) Direction of centre, by a symbol at one yard arm; (2) Direction of motion and size of centre, and the time, by 3 symbols at the other yard arm (Table 1, 2 and 3).

Gale Signals: (1) The region threatened, the direction from which the gale is expected, and the time, by 3 symbols at one yard arm (Table 4 and 5).

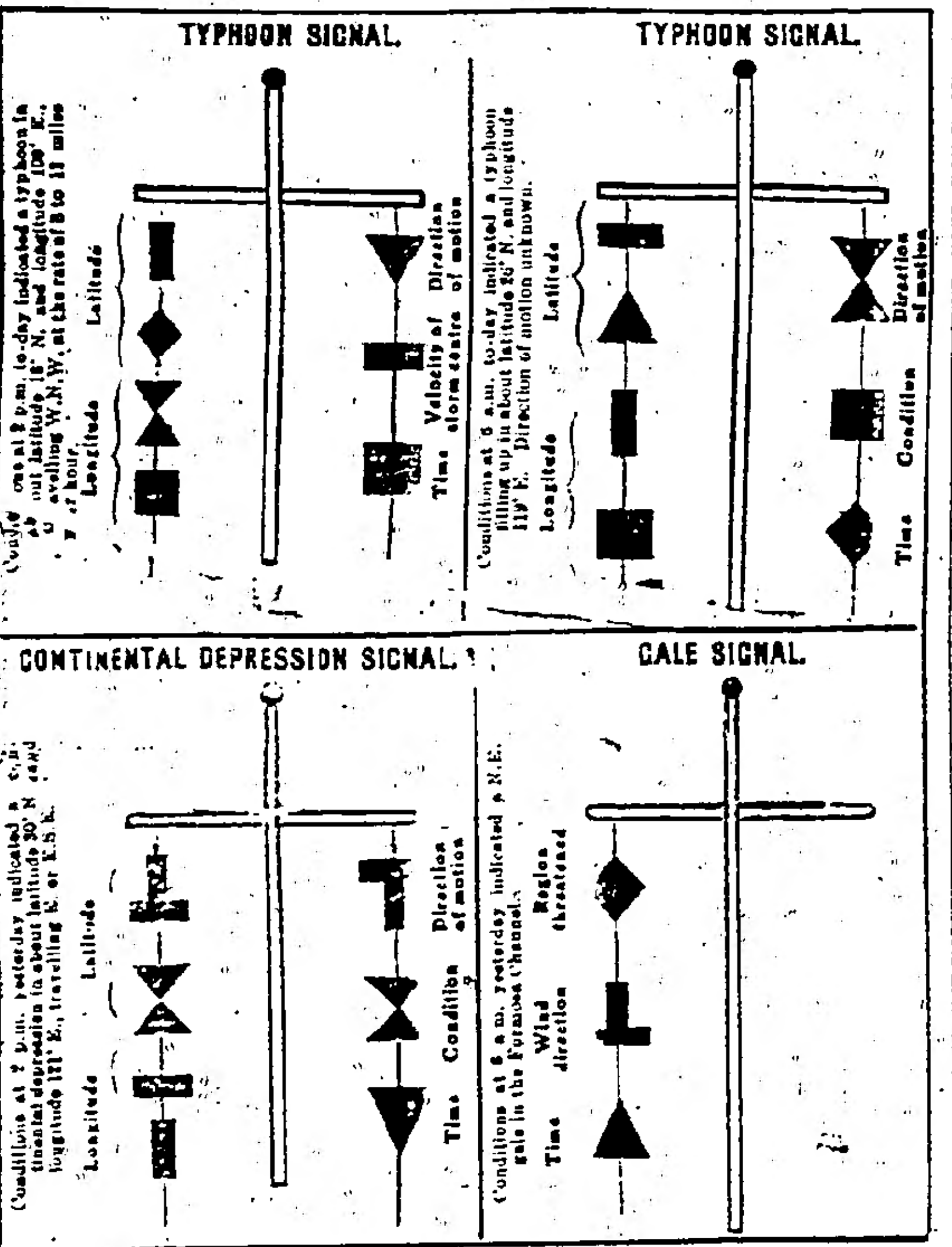
The two upper signals of group (1) indicate the latitude, and the two lower signals the longitude. Only the time and date of the longitude are given; thus, 09 indicates longitude 109 E. (Table 1).

The middle symbol of group (1) indicates the direction in which the Typhoon or Depression is travelling. (Table 2).

The middle symbol of group (2) indicates the velocity at which the centre of the Typhoon is travelling. Alternately it may indicate certain conditions of a Continental Depression. In such cases no velocity is given.

The lower symbol of group (1) indicates the time at which the centre was in the position signalled.

The upper symbol of group (2) indicates the region threatened; the middle symbol the direction from which the gale is expected, and the lower symbol the time at which gale conditions were first indicated.



CAUTION.—Under the most favourable circumstances the position signal indicates only the approximate direction and longitude nearest to the estimated position of the centre. When the centre is far from any reporting station, or when telegraphic reports are lacking, the position signalled may be as much as 2° in error, both in latitude and longitude, and the velocity and direction of motion will then be in error by corresponding amounts.

It should be particularly noted that the velocity signalled is the mean for the previous 16 or 24 hours.

Table No. 1.—Direction Signals.

UPPER SYMBOL OF HOIST.

1. (RED)	2. (GREEN)	3. (WHITE)	4. (WHITE)	5. (WHITE)	6. (WHITE)	7. (WHITE)	8. (WHITE)	9. (WHITE)	0. (WHITE)
N.N.E.	N.E.	E.E.	E.	E.S.E.	S.E.	S.	S.W.	W.	W.N.W.

Table No. 2.—Velocity and Condition Signals.

MIDDLE SYMBOL OF HOIST.

1. (RED)	2. (GREEN)	3. (WHITE)	4. (WHITE)	5. (WHITE)	6. (WHITE)	7. (WHITE)	8. (WHITE)	9. (WHITE)	0. (WHITE)
4-12 m.p.h.	13-15 m.p.h.	16-20 m.p.h.	21-30 m.p.h.	above 30 m.p.h.	Nearly Velocity	Forming	Full	Continental	Depression

Table No. 3.—Time Signals.

LOWEST SYMBOL OF HOIST.

1. (RED)	2. (GREEN)	3. (WHITE)	4. (WHITE)	5. (WHITE)	6. (WHITE)	7. (WHITE)	8. (WHITE)	9. (WHITE)	0. (WHITE)
6 a.m. Yesterday	9 a.m. Yesterday	6 a.m. To-day	9 a.m. To-day	6 p.m. To-day	9 p.m. To-day	6 a.m. To-day	9 a.m. To-day	6 p.m. To-day	9 p.m. To-day

Table No. 4.—Regions Threatened by Monsoon Gales.

1. (RED)	2. (GREEN)	3. (WHITE)	4. (WHITE)	5. (WHITE)	6. (WHITE)	7. (WHITE)	8. (WHITE)	9. (WHITE)	0. (WHITE)
South of Coast of Japan	East of Coast of Japan	North of Coast of Japan	West of Coast of Japan	South of Coast of China	East of Coast of China	North of Coast of China	West of Coast of China	South of Coast of Korea	East of Coast of Korea

EARLIER TELEGRAMS.

SIRIA'S FUTURE.

Paris, Sept. 1.

The Syrian question is again assuming prominence in French diplomatic circles, on the report that the American Syrian Commission recommends that the United States should accept three mandates for Turkey, Mesopotamia and Syria. The French papers complain that the American Commission passed rapidly through the districts where French sentiment is strong. The cabinets in London and Paris should discuss the whole affair, settling it to the best of the respective interests.

THE DEVASTATED REGIONS.

Paris, Sept. 1.

The Councils Generaux of the liberated regions of France met at Sorbonne. The object of those Councils Generaux is the grouping of the demands of those who suffered material loss during the war and submitting them to the Government committee. It comprises the majority of the Parliamentary representatives and big manufacturers of the devastated regions. M. Ribot, former Premier, has accepted the Presidency of the organization.

GENERAL PERSHING'S RETURN.

Paris, Sept. 1.

General Pershing has left Paris for America, crowds cheering him. Americans and Frenchmen were present. M. Clemenceau said "France can never thank you enough." General Pershing replied "We can never thank France enough."

PARIS-LONDON AIR SERVICE.

Paris, Sept. 1.

A regular commercial aeroplane service from Paris to London, conducted by the Compagnie Messageries Aeriennes and the Handley Page Transport, opened on August 31. The passenger rate is 350 francs per person.

GERMAN DECLARATION OF INDEPENDENCE.

KAISERDOM GONE FOR EVER!

In the German Parliament the Premier, Herr Bauer (whose very name happens to mean "peasant"), has made a declaration which casts aside Hohenzollernism for ever, and states the new constitution of the German Republic.

Fulfill the "Treaty; keep the peace at home and abroad; and seek freedom and justice, social progress, and education, are the watchwords of the new Prussian "Declaration of Independence" of Kaiserdom.

In the National Assembly Herr Bauer, the Premier, spoke as follows:—

"An epoch is closed which saw Germany's tremendous rise and her tragic collapse.

"Those, too, who in the old empire were in sharpest opposition have at this moment to say farewell to much that was dear to them. But life goes on. Even the pain of farewell must for everyone be a spur to put both hands to the task which to-day embodies the future, namely, the fulfilment of the discharge and, finally, the revision of the Treaty of Versailles. What we have to do now is to look straight ahead and to go forward.

"The work of the German people must now be the fulfilment of the Treaty and the rebuilding of the broken German people, which, in new Germany, determines its own fate and whose will is the highest law.

"HOHENZOLLERN NO MORE.

"The revolution gave us a clear road, but it was a clear road such as destruction on the battlefield gives. Eight months have since passed, for the most part devoted to the work of clearing up, but also to the fitting up of a new State edifice which you, by passing the new constitution, will consummate.

"The democratic republic is securely housed.

"The German National Assembly has fulfilled the first great part of its task. But the members of the extreme Right have utilised precisely this moment—which carries the Hohenzollern Empire to its grave never to be seen again—to proclaim the restoration of the Hohenzollern monarchy as the first item of their programme.

"Kaiserdom, in its unhappy blindness of power, lost the war (and thereby, as a matter of course, lost the peace), yet they declare war to the knife on the present Parliamentary Government.

"But the members of the Right have once more misread the signs

of the times, just as they have misread them for 70 years.

"In the year 1848, in St. Paul's Church, Ludwig Uhland said, "No head will shine over Germany which is not anointed with a little democratic might which might perhaps have changed the course of events. The hour has now for ever been missed.

"The German people, united in its tribes, and inspired by the will to renew and to strengthen its realm in liberty and justice, to service peace at home and abroad, and to promote social progress, has given itself this constitution.

"No other people can boast of such a pure democracy; but if here and there something is still wanting it is not the rights of the people, but rather the capacity to exercise these rights to their full extent. This brings me again to the future and its tasks.

"We must create and develop those powers in the people that shall give life to the democracy, which has so far only existed "on paper."

"This creation and development must begin where the real man begins, namely, in the school, in education."

SHIPOWNERS AND SUEZ CANAL DUES.

At the last meeting of the Chamber of Shipping, attention was drawn to the fact that a letter had been sent to the Suez Canal Company, asking for some reduction in rates. British shipowners naturally feel the high charges of present Canal rates, standing, as they do, at 85.50c per net ton, for ballast and cargo ships the same. But several factors must be considered before the wisdom of seriously urging a reduction can be fully justified. The increase in Suez Canal dues is a minute fraction per ton of cargo compared with the increased freight charges. The Suez Canal has always been generous to the shipowner, and for several years before the war knocked charges down to the tune of a loss of £400,000 per year to the company. The shareholders did not like this, but it was done in shipowning interests. The rate of exchange for the franc is another item very much in favour of the shipowner. If the Suez Canal Company now feel obliged to retain the dues, until finances are nearer normal conditions again, British shipowners will be the first to co-operate, when they carefully weigh the factors governing the financial stability of the greater artificial water route through Egypt.

THE SINCERE CO.

DON'T BELIEVE US. COME AND LOOK SEE!
To Reduce our War Stocks We Reduce Prices.

AUGUST 19th to SEPTEMBER 8th.

REDUCTION SALE.

We ordered and ordered again during the War, to make sure of having enough for our Customers.

Goods keep coming and coming during Peace to such an extent that we have to clear it at all costs.

So it is GOING, GOING, GOING at Giving away Prices!

AUGUST 19th to SEPTEMBER 8th.

COMMERCIAL NEWS.

SWEDISH COMMERCIAL MISSIONS.

Sweden is determined to be in the running among the countries competing for the world's trade in the era of Peace now opened. The Swedish Board of Trade has reported in favour of sending commercial emissaries to Paris, London, and Washington, which it regards as "the principal political and commercial centres," and also of despatching special commissions to such countries outside Europe as Australia, South America, India, and China. Moreover, the Board lays it down that the emissaries ought to have extremely high qualifications to enable them to perform their functions properly and that it is, therefore, of the greatest importance that their salaries should be fixed at such a rate that the right men shall be procured for the purpose; while it is insisted that a necessary condition for obtaining good results is that such men should devote themselves exclusively to their special department—that is to say, they shall not be expected merely to dabble in commerce as a sort of side line to diplomacy. Even now, British practice might take a lesson out of the Swedish book.

THE INDO-CHINA MARKET.

The war has very greatly stimulated trade between Great Britain and French Colonies and Possessions. For example, in the year before the outbreak of the struggle, British exports to French Indo-China amounted to only £158,970, but during the last three years they have averaged nearly £800,000. The explanation is, of course, not only that Great Britain has stepped temporarily into the gap caused by the inability of France to export manufactures so freely during the war as previously, but that the rapid industrial development of Indo-China has brought about a spending capacity in that part of the world, which has in a particular manner made demands on British sources of supply. French Indo-China is unquestionably one of the richest of the French Colonial possessions. Agriculture is particularly advanced, maize, cotton, tea, and rubber being among the principal crops. Mining also plays an important part, coal being extensively located, and the deposits being of excellent quality, while there is also an increasing output of zinc, antimony, gold, silver, tin, tungsten, and salt. Manufacturing industries are being scientifically fostered; sugar refining is conducted on the most up-to-date lines and with the latest machinery; cotton goods are extensively manufactured, progress in modern directions is being made with the native industries of silk-weaving, tanning, and paper-milling. The total trade of French Indo-China is valued at about £20,000,000, of which in normal times France handles about half and Asiatic countries about 40 per cent.

COMMERCIAL RIVALRY.

What country will enjoy the greatest participation in China's trade in the new era? asks the *British Export Gazette*. Mr. Julian Arnold, the U.S. Commercial Attaché, at Peking, appears quite naturally concludes it will be the United States; but hitherto the evidence in favour of his opinion is not very clear. In the year before the war 45 per cent of China's foreign trade was with Great Britain, Japan's share was 20 per cent, and that of the United States only 9 per cent. If any country has made the most of the opportunity afforded by the

FISK TIRES

Reduced Prices from Sept. 1st 1919

Covers

Size	Non-Skid	Plain	Inners
28 x 3	\$21.00		\$ 5.50
30 x 3	23.00		5.50
30 x 3 1/2	29.50	28.00	6.00
32 x 3 1/2	34.50	33.00	7.00
31 x 4	45.50	44.00	8.00
32 x 4	47.00	45.50	8.50
33 x 4	49.50	48.00	9.00
34 x 4	51.50	50.00	9.50
33 x 5	75.00		12.00
35 x 5	90.00		12.50

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MOTOR DEPARTMENT.
Garage No 7 Russell St. Phone 659.

last five years it is Japan, and there is every indication that Japan will continue to increase its hold on the Chinese market. It is, of course, true enough that Great Britain, on account of the severe handicaps imposed by the war, has lost much of her former commercial hold on the market, but the remarkable activity and enterprise of British merchants at Shanghai and other centres has, if we are not mistaken, laid the foundation for considerable British expansion in the near future, particularly as mercantile enterprise will now have the advantage of the Government support previously denied. But, quite apart from such general considerations, there is one very big factor in regard to the question as to which country shall reap most of the benefits of China's future trade, viz. the disposal of the great Eastern Republic's products. China has almost unlimited mineral, vegetable and animal wealth—tin, antimony, tungsten, iron, coal, cotton, oil seeds and beans, skins, hides, furs, wool, etc.—and this wealth is as yet only partly known to the outside world. For its exploitation China needs railways and other transport facilities, and mining and agricultural machinery and implements, and to the country that can supply these, and in addition buy the resulting produce, will go the bulk of the market for manufactured goods.

CAMPOR IN KIANGSI.

Kian, August 18.—A British firm has opened up an agency here in Kian for the exportation of camphor oil. The firm is known as the Long Mei Co., and at present occupies a fine foreign building by the river side, and quite near the steamer companies. There are now two leading firms in Kian dealing in camphor oil, one a Japanese firm and the other British. The former firm has been exporting this oil for 15 or 16 years, and has a well established trade. The workmen employed are Fukienese, and they are supposed to know the secret of extracting the camphor oil from the camphor wood. The men employed in the British firm are local Kian men. The Liang Wo Co. entirely monopolized the trade until the advent of the new firm this year. With two firms now demanding the oil, the price has naturally gone up by leaps and bounds. Last year the price of camphor rose from \$40 to \$80 for 100 catties. This year, however, the price is \$175 for 100 catties. During the past years the country people carried all their oil to the Liang Wo Co., which soon became well known. Any firm opening up this business has first to search the country and find out new farmers with camphor trees. This entails no small amount of time and trouble if the camphor is to be obtained. The British firm has made good, if expensive, progress, and a considerable quantity of oil is now being exported to Shanghai. For exportation the oil is put up in old kerosene tins; these tins cost 60 cents each. Each tin contains 25 catties, and four tins usually represent 100 catties. There is, no doubt, much camphor about the province, and so far Kian is the only district which cares to cut down its camphor trees. There is also a large quantity produced along the railway to Nanchang. This is almost entirely worked by a Japanese firm. The Chinese throughout Kiangsi are naturally a raid to cut down the camphor tree and give as their reason the influence the destruction of such trees has on the prosperity and happiness of the district. Camphor, they say, can only be obtained when the tree is over 50 years old. At such an age the camphor tree is quite an object in the countryside. Its destruction interferes with their *fung-shai* and the Chinese of this possibly carry will let nothing harass the august influence which bestows wealth and happiness. As a financial asset *fung-shai* takes no cognizance of this lucrative tree.

